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SAN FRANCISCO PORT COMMISSION

Doreen Woo Ho, President
Kimberly Brandon, Vice President
Willie Adams, Commissioner
Leslie Katz, Commissioner
Mel Murphy, Commissioner

Monique Moyer, Executive Director
Phone: 415-274-0400; Fax 415-274-0412

Amy Quesada, Commission Secretary
Phone: 415-274-0406; Fax 415-274-0412

AGENDA **TUESDAY, NOVEMBER 12, 2013** **3:15 P.M. OPEN SESSION**

PORT COMMISSION HEARING ROOM, SECOND FLOOR **FERRY BUILDING, SAN FRANCISCO CA 94111**

The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Port Commission are posted on the Port's Website at www.sfport.com. The agenda packet is also available at the Pier 1 Reception Desk. If any materials related to an item on this agenda have been distributed to the Port Commission after distribution of the agenda packet, those materials are available for public inspection at the Port Commission Secretary's Office located at Pier 1 during normal office hours.

- 1. CALL TO ORDER / ROLL CALL**
- 2. APPROVAL OF MINUTES – October 22, 2013**
- 3. PLEDGE OF ALLEGIANCE**
- 4. ANNOUNCEMENTS**

GOVERNMENT
DOCUMENTS DEPT

NOV - 8 2013

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- A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during Public Comment Period. A member of the public has up to three minutes to make pertinent public comments. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406. No Commission action can be taken on any matter raised during the public comment period for items not listed on the agenda other than to schedule the matter for a future agenda, refer the matter to staff for investigation or respond briefly to statements made or questions posed by members of the public. (Government Code Section 54954.2(a))

6. EXECUTIVE

A. Executive Director's Report

- Port of San Francisco honored at the California Association of Harbor Masters & Port Captains, Inc. Awards Banquet - October 30, 2013
- U.S.S. *Pampanito's* 70th Birthday – November 6, 2013
- Seawall Lot 337 Scoping Meeting – December 9, 2013
- Bethlehem Shipyard Museum Event – November 13, 2013 at Noonan Building, Pier 70
- Port Building Code Posted on the Port's Website - <http://www.sf-port.org/index.aspx?page=1615>
- Special Port Commission Meeting – Thursday, December 12, 2013
- Pier 92 Grain Silo Public Art

7. CONSENT

- ### **A. Request authorization to amend an existing contract with Davis & Associates Communications, Inc. to (1) revise the scope of work, (2) increase the amount of the contract from \$50,000 to \$170,000, (3) extend the term by three years by extending the expiration date from June 30, 2014 to June 30, 2017, for a full contract term of five and one half years, and (4) add a one year extension option. (Resolution No. 13-44)**

8. PLANNING AND DEVELOPMENT

- ### **A. Informational presentation on the Revised Project 3.0 Design of the Golden State Warriors Arena and Multi-purpose Venue Project at Piers 30-32.**

9. REAL ESTATE

- ### **A. Request approval of two leases between the Port, as landlord, and Affordable Self Storage, Inc., a California corporation, as tenant for locations within Seawall Lot 349 (Pier 70) in the southern waterfront: (i) Lease No. L-15690, for a mini-storage facility, comprising approximately 74,742 square feet of paved land**

(Resolution No. 13-45); and (ii) Lease No. L-15691, for vehicle parking and self-storage containers, comprising approximately 144,818 square feet of paved land, subject to approval by the Board of Supervisors. (Resolution No. 13-46)

10. FINANCE AND ADMINISTRATION

- A. Request authorization to enter into a grant agreement with San Francisco Planning and Urban Research Association ("SPUR") for the "Adapting to Rising Tides: Mission Creek San Francisco, California" project. (Resolution No. 13-47)

11. NEW BUSINESS

12. ADJOURNMENT

**FORWARD CALENDAR
(TARGETED COMMISSION MEETING, SUBJECT TO CHANGE)**

SPECIAL MEETING - DECEMBER 12, 2013

	FACILITY/POLICY	ITEM	TITLE
1	Seawall Lot 337	Informational	Update on the mixed-use development project for Seawall Lot 337 and Pier 48 bounded by China Basin Channel, Third Street, Mission Rock Street, and San Francisco Bay and adjacent to AT&T Park
2	Heron's Head Park at Cargo and Jennings Street	Action	Authorization to execute a lease for the "Eco Center at Heron's Head Park" and surrounding 6,058 square feet of non-exclusive license area.
3	Pier 38	Action	Authorization to enter into exclusive negotiations with the best qualified Pier 38 developer
4	Tulare Park @ Cesar Chavez Street, Islais Street & Pier 90	Action	Authorization to advertise for competitive bids for Construction Contract No. 2758, Bayview Gateway & Tulare Park Projects located at Cesar Chavez Street, Islais Street, and Pier 90
5	Portwide	Action	Approval of the Operations Agreement by and between the City and County of San Francisco by and through its San Francisco Port Commission and Expeditors International of Washington, Inc. granting Expeditors International authority to operate its site in Brisbane, California as a Foreign Trade Zone #3 Site for a term of 5 years, with a mutual option to extend for 5 years
6	Pier 9	Action	Approval of Port of San Francisco Lease Number L-15721 with Autodesk, a Delaware Corporation for a term of eight (8) years for approximately 3,400 square feet of unimproved Pier 9 shed space
7	Portwide	Action	Adoption of the 2013 Port of San Francisco Building, Mechanical, Electrical, Plumbing, and Green Building Codes (Port of San Francisco Codes)
8	Portwide	Action	Approval of: (1) issuance of Port of San Francisco Series 2013 Revenue Bonds to fund certain improvements on Port property in the aggregate principal amount not to exceed twenty six million dollars (\$26,000,000) with an interest rate not to exceed twelve percent per annum; (2) the forms of Indenture of Trust between the Port and a trustee; (3) the sale of the Bonds by negotiated sale pursuant to a purchase contract; (4) the form of a bond purchase contract; (5) the preliminary form of

			the Official Statement relating to the Bonds and the distribution of the statement; and (6) the form of the Continuing Disclosure Certificate of the Port and the execution of the certificate
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JANUARY 14, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Informational	Informational presentation on the Port's "Climate Action Plan"
2	Pier 14	Informational	information presentation on a new public art installation for the Pier 14 Plaza created by the Flaming Lotus Girls
3	Portwide	Informational	Informational Update on the Establishment of a Port Infrastructure Financing District
4	Pier 35	Action	Authorization to advertise for competitive bids for Construction, Pier 35 Building and Roof Repairs
5	SWL 322-1	Action	Approval of Memorandum of Understanding between the San Francisco Mayor's Office of Housing ("MOH") and the Port regarding the terms and conditions under which the Port will allow MOH to solicit a developer to enter into a lease with the Port for the development of Seawall Lot 322-1 with an affordable housing development
6	Pier 70	Action	Approval of the Exclusive Negotiation Agreement with Forest City Development for the Pier 70 Waterfront Site, bordered generally by 20th Street, Michigan Street, 22nd Street and the San Francisco Bay

FEBRUARY 11, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Action	Approval of the Executive Director's nomination of members of the Port Building Code Review Board
2	Pier 94 and 96	Action	Authorization to advertise for competitive bids for Construction, Pier 94-96 Storm Drain and Outfall repairs

FEBRUARY 25, 2014

	FACILITY/POLICY	ITEM	TITLE
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MARCH 11, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to award Construction Contract No. XX, Pier 35 Building and Roof Repairs
2	Pier 70	Action	Approval of a lease and development agreement with Orton Development, Inc. for the 20th Street Historic Buildings at Pier 70
3	3rd Street & Cargo Way Triangle and Cargo Way	Action	Authorization to advertise for competitive bids for Construction, Quint Street Lead Improvement Project
4	Copra Loading Dock near Tulare Street	Action	Authorization to advertise for competitive bids for Construction, Copra Crane Refurbishment

APRIL 8, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Army Street, Islais Street, and Pier 90	Action	Authorization to award Construction Contract No. 2758, Bayview Gateway & Tulare Park Projects

MAY 13, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 94 and 96	Action	Authorization to award Construction Contract No. X, Pier 94-96 Storm Drain and Outfall Repairs

JUNE 10, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 31	Action	Authorization to advertise for competitive bids for Construction, Pier 31 Building and Roof Repairs

JULY 8, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to advertise for competitive bids for Construction, Pier 35 Substructure Repairs

AUGUST 12, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 31	Action	Authorization to award Construction Contract No. XX, Pier 31 Building and Roof Repairs
2	3rd Street & Cargo Way Triangle and Cargo Way	Action	Authorization to award Construction Contract No. 2764, Quint Street Lead Improvement Project

SEPTEMBER 9, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to award Construction Contract No. XX, Pier 35 Substructure Repairs

DATE TO BE DETERMINED

	FACILITY/POLICY	ITEM	TITLE
1	Pier 27	Informational	Presentation on the James R. Herman Cruise Terminal Management Agreement with Metro Cruise LLC
2	Pier 27	Action	Approval of the James R. Herman Cruise Terminal Management Agreement with Metro Cruise LLC
3	South Beach	Action	Port Commission's consideration of agreements between the Port Commission and the Successor Agency to mutually terminate 13 ground leases in the South Beach project area and set business terms for the transfer of the South Beach Harbor Program
4	Pier 70	Action	Authorization to advertise for competitive bids for Construction, Crane Cove Park Project Phase 1
5	Pier 70	Action	Authorization to award Construction Contract No. 2740, Crane Cove Park Project - Phase 1

DECEMBER 2013
CALENDAR OF UPCOMING PORT MEETINGS – OPEN TO THE PUBLIC

DATE	TIME	GROUP	LOCATION
Dec. 10 Cancelled	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Dec. 12 Special Meeting	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Special Meeting	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building

NOTES:

The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. The Commission Agenda and staff reports are posted on the Port's Website @ www.sfport.com. The Port Commission meetings can be viewed online at http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=92. The Port Commission meetings are also broadcasted on the 2nd & 4th Thursday of the month at 9 p.m. on Comcast Cable Channel 26 or Astound Cable Channel 78 (formerly RCN Cable). Contact Amy Quesada at 274-0406 or amy.quesada@sfport.com

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Rip Malloy @ 274-0267 or rip.malloy@sfport.com

The Maritime Commerce Advisory Committee (MCAC) meets every other month, on the third Thursday of the month, from 11:30 a.m. to 1:00 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or jim.maloney@sfport.com

The Mission Bay Citizens Advisory Committee meets on the second Thursday of the month at 5:00 p.m. in the Creek Room at Mission Creek Senior Building located at 225 Berry Street in San Francisco (along the Promenade just beyond the library.) Contact Catherine Reilly at the former Redevelopment Agency @ 749-2516 or catherine.reilly@sfgov.org

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a bi-monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jonathan Stern @ 274-0545 or jonathan.stern@sfport.com

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or mark.paez@sfport.com

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or david.beaupre@sfport.com

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the fourth Monday of the month at 6:30 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or dan.hodapp@sfport.com

ACCESSIBLE MEETING INFORMATION POLICY

FERRY BUILDING:

The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots: 3 spaces in the surface lot on the west side of the Embarcadero at Washington Street.

Hourly and valet parking is available in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa. Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 274-0592, the Port's TTY number is (415) 274-0587.

Know Your Rights Under the Sunshine Ordinance:

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Sections 67.1 et seq. of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Chris Rustom by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at sotf@sfgov.org. Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Rustom or by printing Sections 67.1 et seq. of the San Francisco Administrative Code on the Internet, at <http://www.sfgov.org/sunshine>.

NOTICES

Prohibition of Ringing of Sound Producing Devices:

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

Lobbyist Registration and Reporting Requirements:

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: www.sfgov.org/ethics.



MEMORANDUM

November 8, 2013

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho, President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer *MMoyer*
Executive Director

SUBJECT: Request authorization to amend an existing contract with Davis & Associates Communications, Inc. to (1) revise the scope of work, (2) increase the amount of the contract from \$50,000 to \$170,000, (3) extend the term by three years by extending the expiration date from June 30, 2014 to June 30, 2017, for a full contract term of five and one half years, and (4) add a one year extension option

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

EXECUTIVE SUMMARY

In 2012, with the approval of the Port Commission, the Port established a pool of prequalified contractors to provide public relations and media services. The Port issued a contract to Davis & Associates Communications, Inc. (Davis & Associates) for an amount not to exceed \$50,000 for special event planning and public relations support. This contract will expire on June 30, 2014 and further public relations and media services will be needed thereafter.

Port staff seeks to amend this contract to (1) revise the scope of work to include event planning, community outreach and media services, (2) increase the not-to-exceed amount by \$120,000 for a total amended contract amount of \$170,000, (3) extend the contract term by three years, extending the expiration date from June 30, 2014 to June 30, 2017, thus increasing the full contract term to five and one half years, and (4) add a one year extension option.

THIS PRINT COVERS CALENDAR ITEM NO. 7A

BACKGROUND

The Port Commission, at its June 14, 2011 meeting, authorized Port staff to advertise a competitive solicitation for public relations and media and related professional services (Resolution No. 11-41). The Port Commission granted delegated authority to the Executive Director to contract for professional services in an amount less than or equal to \$100,000, and to contract for construction services in an amount less than or equal to \$400,000 (Resolution No. 10-56). Port staff issued an RFQ on August 23, 2011 and solicited responses to establish an as-needed pool of qualified contractors. An evaluation panel scored 17 firms as the highest-ranked respondents during the RFQ process¹.

Under the Executive Director's delegated authority, the Port entered into contracts with three prequalified contractors from the pool, including a contract with Davis & Associates dated as of January 3, 2012, for a not-to-exceed contract amount of \$50,000 and a term of 30 months. This contract will expire on June 30, 2014 and further public relations and media services will be needed thereafter. Port staff requests Commission authorization to amend the existing contract with Davis & Associates to increase both the not-to-exceed amount and the term and to amend the scope of work.

As-Needed Public Relations and Media Pool

In preparation for strong media interest and marketing opportunities for the opening of the new James R. Herman Cruise Terminal at Pier 27; the Northeast Wharf Plaza project; the Piers 30-32 project; the Pier 70 Opportunity Area; and other projects along the waterfront in 2013-2016, the Port of San Francisco seeks to continue the use of contractors from the prequalified pool of professional public relations, media and marketing services firms. Use of contractors from this pool has proven to be an efficient means for Port staff to address the marketing and public relations demands of the 34th America's Cup events as well as the Port's 150th anniversary.

Port Public Relations and Media and Related Professional Services Contracts

The Port has issued three public relations and media contracts. For additional details on the contracts see Exhibit A. The contract with Molly Duggan is now closed. As shown in the table below, the Port intends to modify the remaining two contracts and issue three new contracts. With the exception of the proposed modification to the Davis & Associates contract, the current and planned contracts fall under \$100,000 and within the Executive Director's delegated authority.

¹The 17 highest ranking firms include: Barbary Coast Consulting, Berg Davis Public Affairs, Burson Marsteller, Circelpoint, David Perry & Associates, Davis & Associates, Glodow Mead Communications, Goodyear Peterson, Katz & Associates, Landis Communications, Inc., Media Consultants International, Molly Duggan Associates, One World Communications, Oroke, RHDG, Solem & Assoc./Hope Road Con., and Their PR.

Contractor	Not-to-exceed amount*	Payments to date
Closed contract		
Molly Duggan	110,000	25,000
Current contracts		
<i>Davis & Associates</i>	170,000	49,975
<i>Media Consultants International</i>	58,425	38,950
New contracts		
David Perry & Associates	70,000	
Landis Communications	25,000	
Ororke Inc.	95,000	
Total	528,425	113,925
<i>*Includes proposed contract amendments</i>		

Port staff collaborated to identify public relations and marketing needs, identified sources in the operating budget, and developed a plan to use six of the seventeen contractors in the as-needed pool. The total planned budget is \$528,425. Port staff seeks to develop scope of works for each contract that provide for economies of scale and allows contractors to build upon prior Port work, while maximizing the number of contracts with contractors from the pool.

Because the proposed modification to the Davis & Associates contract exceeds the Executive Director's delegated authority, Port staff is requesting Port Commission approval of the proposed amendment. Since this is the first time a contract developed from this pool has been brought before the Port Commission, Port staff has included information on the selection process used to establish this pool in Exhibit B.

ABOUT DAVIS & ASSOCIATES

Founded in 1996, Davis & Associates is a San Francisco-based full service communications, marketing, advertising, social media and public engagement agency. For nearly 20 years, Davis & Associates, a prominent Local Business Enterprise, Woman Owned Business and Minority Owned Business agency, has leveraged its experience in providing products and services to all audiences - including diverse, hard-to reach communities. Davis & Associates is an award-winning agency, employs a diverse professional staff, is well regarded in the Bay Area and has deep roots in the South East community of San Francisco. Davis & Associates specializes in serving communities and businesses in the areas of infrastructure, public health, transportation, environment and community revitalization.

Davis & Associates assisted the Port with planning and executing the Port's 150th Anniversary Gala event at the historic Ferry Building on April 24, 2013 and the coordination of activities for Maritime Day, the day-long public anniversary celebration on April 28, 2013. During the period of December 2012 through May 2013 at the cost of \$49,975, the scope of work included developing event concept and planning; program scripting and layout for the Gala; developing the Gala program brochure and logo placement for sponsors; booking entertainment; producing 15/30 second television commercials and advertisements for Maritime Day; conducting media outreach and social media placements; scheduling video production and developing a Public Service Announcement for the Port's website.

PROPOSED AMENDMENTS TO CONTRACT WITH DAVIS & ASSOCIATES

The proposed amended contract with Davis & Associates will have a not-to-exceed amount of \$170,000 and will increase the term by three years, extending the expiration date from June 30, 2014 to June 30, 2017, with an option by the Port to extend the term for up to one additional year to a final date of June 30, 2018.

The amended scope of work for Davis & Associates will include, but not be limited to, assisting the Port with event planning for the grand opening of the new James R. Herman Cruise Terminal at Pier 27 and the Northeast Wharf Plaza; and media and community outreach efforts in the Southern waterfront for the Pier 70 Opportunity Area and the Gateway sites at Third Street and Cargo Way, Islais Creek and the Cargo Terminal at Pier 96.

Local Business Enterprise (LBE) Subcontracting Goal

Port staff worked with representatives of CMD and determined that since Davis & Associates is a micro-LBE prime, no subcontracting goal is warranted. Port staff intends to execute additional contracts with members of this pool in the coming months as described above. Given that the planned contract amounts are within the \$100,000 delegated amount, these additional contracts will be executed under the Executive Director's delegated authority and will not require Port Commission approval. Port staff anticipate that approximately 70% of the total contract award of \$528K will be awarded to micro-LBEs.

FUNDING

Funding for this contract extension has been allocated from the promotion line items in the FY 2013 -14 and FY 2014 -15 operating budgets. Cost for this contract will be shared among Port Divisions based on the work tasks executed under the contract.

SUMMARY

Port staff request Port Commission authorization to amend an existing contract for public relations and media services with Davis & Associates to increase the contract amount, extend the term and amend the scope of work.

RECOMMENDATION

Staff recommends that the Port Commission approve the attached resolution authorizing staff to amend an existing contract with Davis & Associates.

Prepared by: Andrés Acevedo, Contract Manager
 Megan Stephenson, Project Manager
 Renée Dunn Martin, Project Manager

For: Elaine Forbes,
 Deputy Director of Finance and Administration

Exhibits

- A. Summary of Pool Selection Process & Scope of Work
- B. Previously Issued and Proposed Contracts

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 13-44**

- WHEREAS, the Port desires assistance with developing a more comprehensive and strategic media relations and marketing program to maximize positive visibility for the Port and the City, and additionally seeks to expand its connections with potential investors and visitors; and
- WHEREAS, the Port's existing public relations and media and related professional services contracts have provided a timely and cost-effective vehicle for the provision of public relations and media professional services; and
- WHEREAS, the Civil Service Commission, at its meeting on June 6, 2011, approved the Port's proposal to select a professional services pool for public relations and media consulting services, by granting the Port the authority to issue individual contracts with pool members with an maximum aggregate limit of \$600,000 and an initial term ending June 30, 2014; and
- WHEREAS, The Port Commission, at its meeting on June 14, 2011, adopted Resolution 11-41, authorizing the Port to advertise a competitive solicitation to establish a pool providing professional public relations and media services related to the Port's special events and other revenue generating and strategic media activities; and
- WHEREAS, the Civil Service Commission, at its meeting on October 7, 2013, approved the Port's request to increase the aggregate maximum limit of contracts in the pool to \$800,000 and extend the maximum term of contracts with pool members to December 31, 2018; and
- WHEREAS, under the Executive Director's delegated authority, on January 2, 2012, the Port entered into a contract with Davis & Associates Communications, Inc. for a 30 month term in an amount not to exceed \$50,000; and
- WHEREAS, Davis & Associates Communications Inc. is a certified micro-LBE and advances the 50 percent micro-LBE set-aside for the public relations and media as-needed pool; and
- WHEREAS, Davis & Associates Communications, Inc. has assisted the Port with planning and executing the Port's 150th Anniversary Gala event at the historic Ferry Building on April 24, 2013; and with the coordination of activities for Maritime Day, the day-long public anniversary celebration on April 28, 2013 during the period of December 2012 through May 2013 at the cost of \$49,975; and

- WHEREAS, The proposed amended scope of work for Davis & Associates Communications, Inc. will include, but not be limited to, assisting the Port with event planning for the grand opening of the new James R. Herman Cruise Terminal at Pier 27 and the Northeast Wharf Plaza; and media and community outreach efforts in the Southern waterfront for the Pier 70 Opportunity Area and the Gateway sites at Third Street and Cargo Way, Islais Creek and the Cargo Terminal at Pier 96; and
- WHEREAS, Port staff recommends that the Port Commission authorize the proposed amendments to the Davis & Associates Communications, Inc. contract; now, therefore, be it
- RESOLVED, that the Port Commission hereby authorizes the Executive Director to execute an amendment to the existing contract with Davis & Associates Communications, Inc., to (1) revise scope of work, (2) increase the not-to-exceed amount by \$120,000 for a total amended contract amount of \$170,000, (3) extend the contract term by three years, extending the expiration date from June 30, 2014 to June 30, 2017, thus increasing the full contract term to five and one half years, and (4) add an extension option in favor of the Port to extend the contract term for one additional year to a final expiration date of June 30, 2018; and be it further
- RESOLVED, that the Port Commission hereby authorizes the Executive Director to make any additions, amendments or other modifications to the contract with Davis & Associates Communications, Inc. that the Executive Director, in consultation with the City Attorney, determines are in the best interests of the Port, do not materially decrease the benefits or otherwise materially increase the obligations or liabilities of the Port.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of November 12, 2013.

Secretary

Exhibit A – Selection Process to Establish the Prequalified Public Relations and Media Services Pool and Scope of Work

Port staff secured final Civil Service Commission approval to solicit contractors on June 6, 2011². The Contract Monitoring Division (CMD) of the City's General Services Agency determined that numerous LBEs and Micro LBEs³ were available to respond as prime contractors. As a result, at its June 14, 2011 meeting the Port Commission approved a 50% Micro Local Business Enterprise (micro-LBE) set-aside which means that 50% of all contracts dollars must be paid to micro LBE primes. To date, the Port has exceeded the 50% set-aside, with 100% or \$113,925 dollars of the total spending to date for media services paid to micro-LBEs.

The RFQ was issued on August 23, 2011. The Port received 22 responses, three of which failed to meet the minimum qualifications established in the RFQ. The following firms were advanced to the evaluation phase: Alfred Williams Consulting, Barbary Coast Consulting, Bay Crossings, Berg Davis Public Affairs, Burson Marsteller, David Perry & Associates, Davis & Associates, Glodow Mead Communications, Landis Communications, Inc., Katz & Associates, Media Consultants International, Molly Duggan Associates, Planet Fillmore, Pendergast & Associates, O'Rorke, RHDG, Solem & Assoc./Hope Road Con., and Their PR.

An evaluation panel reviewed and scored the written RFQ responses and conducted oral interviews. The committee was composed of the Manager of Communications from the Mayor's Office of Economic and Workforce Development and a Maritime Marketing Manager from the Port of San Francisco. Both the written response and oral interview phases of the selection process were evaluated using the following criteria:

1) approach; 2) capability to perform; 3) staff qualifications; and 4) team organization.

To be included in the pool of qualified professional service contractors, firms needed to score at least 75 out of 100 points in the evaluation process. The CMD Compliance Officer reviewed the scores and validated the final ranking (see Exhibit B). The pool is shared with the Controller's Office, the Office of Contract Administration, and the City's Public Information Officers so that other City departments have the ability to contract from this prequalified list.

² On June 6, 2011 the Civil Service Commission approved the Port of San Francisco request for an original contract amount of \$600,000 with a term of 7/1/2011 until 6/30/2014. This was amended on October 7, 2013 to an amount of \$800,000 and a term of 7/1/2011 until 12/31/2018.

³ A micro-LBE is a business certified by the Contract Monitoring Division that is a San Francisco based business which earns under a specified amount. For professional service contracts, the annual gross receipts in the preceding three years must not exceed an average of \$1,250,000 per year.

Team	LBE Credit	Total Avg. Score
RHDG	8.1	88.6
Landis Communications, Inc.	8	87.5
One World Communications	8	87.5
Barbary Coast Consulting	7.55	83.05
Berg Davis Public Affairs	7.6	83.05
Burson Marsteller	0	83
Circlepoint	0	80
Molly Duggan Associates	7.3	79.8
Goodyear Peterson	7.2	79.2
Oroke	0	76.5
Solem & Assoc./Hope Road Con.	7	76.5
Glodow Nead Communications	0	76
Davis & Associates Communications, Inc.	6.9	75.9
Media Consultants International	6.9	75.9
Their PR	6.9	75.4
David Perry & Associates	0	75
Katz & Associates	0	75
Alfred Williams Consulting	6.3	69.3
Pendergast & Associates	0	61.5
Event Organizers	0	49
Planet Fillmore	4.4	47.9
Bay Crossings	0	40

The Scope of Work for the pool is as follows:

- Developing an overarching media and communications strategy and providing strategic counsel to the Port to enhance branding, develop key messages, marketing opportunities, competitive analysis, and proactive media relations campaigns to engage with tenants, investors, stakeholders, influencers, and the general public.
- Monitoring news headlines, write and issue press releases, and proactively contact the media to place stories about the Port and port-related topics – utilizing conventional and social media tools including blogs, Facebook, Flickr, YouTube and Twitter.
- Developing press materials – press kits, fact sheets, backgrounders, photographs, maps and video news clips.
- Assisting with the coordination of press conferences, event planning for Special Events and speaking engagements for Port officials.
- Supporting the Port in community outreach efforts with information dissemination and providing support in community awareness and perception tracking.
- Serving as back up to the Port's Public Relations Manager for media inquiries when the City's Department of Emergency Management activates the Joint Information Center.
- Providing on-call counsel and assistance in support of Port projects.

- Providing graphic design and production services.
- Services may take place at the Port of San Francisco or at other venues as events arise.
- The Port's Public Relations Manager will request monthly progress reports, or more frequently if needed to evaluate completion of projects. Projects will start and end on an as-needed basis.

Exhibit B – Previously Issued and Proposed Contracts

	Contractor	Not-to-exceed Amount	Payments	Term	LBE Status	Issuing Authority
Previous Contract	Davis & Associates Communications Inc.	\$50,000	\$49,975	January 2012-June 2014	Micro-LBE (WBE/MBE)	Delegated Authority
	Media Consultants International	\$38,950	\$38,950	June 2012-June 2014	Micro-LBE	Delegated Authority
	Molly Duggan	\$110,000 (closed)	\$25,000	January 2012-June 2014	Micro-LBE	Delegated Authority (in error)
	Total (Existing)	\$198,950	\$113,925			
New and Modified Contracts	David Perry & Associates	\$70,000	NA	January 2014-December 2017	None	Delegated Authority
	Davis & Associates Communications Inc. (Modification)	\$120,000 (total \$170,000)	NA	July 2014-June 2017	Micro-LBE	Commission Approval
	Landis Communications	\$25,000	NA	January 2014-December 2017	Micro-LBE	Delegated Authority
	Media Consultant International (Modification)	\$19,475 (total \$58,425)	NA	January 2014-December 2017	Micro-LBE	Delegated Authority
	Orofke Inc.	\$95,000	NA	January 2014-December 2017	None	Delegated Authority
	Total (Proposed)	\$329,475				
	Grand Total	\$528,425	\$113,925			



MEMORANDUM

November 7, 2013

TO: MEMBERS, PORT COMMISSION

Hon. Doreen Woo Ho, President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer *MMoyer*
Executive Director

SUBJECT: Informational Presentation on the Revised Project 3.0 Design of the Golden State Warriors Arena and Multi-purpose Venue Project at Piers 30-32

DIRECTOR'S RECOMMENDATION: Informational Item - No Action Required

The Golden State Warriors (GSW) previously presented their Piers 30-32 Project Design Version 2.0 to the Port Commission on May 14, 2013. GSW have produced a revised project design for its proposed arena and multi-purpose venue project at Piers 30-32. The revised design, which the GSW design team refers to as "Version 3.0", incorporates changes in response to public comment and initial review and comments from the City and regulatory agency staff. GSW will present Version 3.0 to the Port Commission at its meeting on November 12, 2013.

With the release of Version 3.0, public meetings of the Piers 30-32 CAC and presentations to government commissions, boards and community organizations will resume. In addition to the Port Commission presentation on November 12 and the Piers 30-32 CAC presentation on November 12, 2013 immediately following the Port Commission meeting), 2013, Version 3.0 will be presented to the Planning Commission at its meeting on November 14, 2013.

Prepared by: Brad Benson,
Director of Special Projects

For: Byron Rhett, Deputy Director
Planning and Development

THIS PRINT COVERS CALENDAR ITEM NO. 8A



MEMORANDUM

November 7, 2013

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho, President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer *M Moyer*
Executive Director

SUBJECT: Request approval of two leases between the Port, as landlord, and Affordable Self Storage, Inc., a California corporation, as tenant for locations within Seawall Lot 349 (Pier 70) in the southern waterfront:
(i) Lease No. L-15690, for a mini-storage facility, comprising approximately 74,742 square feet of paved land; and (ii) Lease No. L-15691, for vehicle parking and self-storage containers, comprising approximately 144,818 square feet of paved land, subject to approval by the Board of Supervisors

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

I. BACKGROUND

Affordable Self Storage, Inc., a California corporation ("Affordable"), began leasing paved land from the Port in multiple locations in March 2000. Affordable is a tenant in good standing with the Port. Affordable currently operates a mini-storage facility located at the southeast corner of 20th & Illinois Streets under two holdover leases, L-12867 and L-12871, which comprise a total rentable area of 116,099 square feet within Seawall Lot 349 (Pier 70). As a result of the phasing requirements of the Pier 70 Development Project, these leases could not be renewed and therefore Affordable wishes to enter into Lease No. L-15690 to move the mini-storage facility to another, slightly smaller, location in Seawall Lot 349 (Pier 70), which is a portion of the former AutoReturn lease premises.

On two other locations within Seawall Lot 349 (Pier 70), Affordable has a vehicle, bus and truck parking and short-term storage container operation under a holdover lease, L-14574 and an expired license, License No. 14092, which comprise a total rentable area

THIS PRINT COVERS CALENDAR ITEM NO. 9A

of approximately 28,000 square feet. With the availability of additional paved land for lease on the former AutoReturn site, Affordable wishes to enter into a second lease, Lease No. L-15691, to continue and expand its vehicle, bus and truck parking and short-term storage container operation. Their new space will be 144,818 square feet or four times larger. The two attached exhibits and the aerial photograph illustrate and identify the lease premises of the two proposed leases.

Lease No. L-15690 is brought before the Port Commission because the term of the lease exceeds the standard approved maximum term of sixty months. The proposed initial lease has a term of fifty-eight (58) months with an extension term of up to five options, at the Port's sole discretion, to extend the lease for twelve (12) months each. Port Real Estate staff believes the proposed term is justifiable due to the availability of similar land in the area and the tenant's status as a tenant in good standing with the Port for more than thirteen years. All other terms and conditions, including rental rate, conform to the Port Commission's previously approved standard terms and conditions.

Both Lease No. L-15690 and Lease No. L-15691 require approval by the City's Board of Supervisors under Charter Section 9.118 due to the anticipated rent revenues of each lease exceeding One Million Dollars (\$1,000,000).

Pursuant to requirements under the California Environmental Quality Act (CEQA), the environmental effects of these two leases were reviewed and determined to be exempt from CEQA under a General Rule Exclusion issued by the San Francisco Planning Department to the Port, dated August 23, 2013, which allows the Port to lease and manage property where there is no change or substantial intensification to existing use and no new construction.

II. PROPOSED LEASE TERMS

Lease No. L-15690

Port Real Estate staff and representatives of Affordable have negotiated the proposed Lease No. L-15690 providing for the following terms and conditions:

Tenant: Affordable Self Storage, Inc., a California corporation, which is an existing Port tenant in good standing.

Premises: Approximately 74,742 rentable square feet of vacant paved land within Seawall Lot 349, which equals approximately 1.71 acres as shown on Exhibit A.

Use: The premises shall be used solely for operation of a mini-storage facility consisting of the temporary placement of portable storage containers, administrative offices directly related thereto, vehicle parking directly related thereto and for no other purpose.

Term: The lease shall have a term of fifty-eight (58) months with up to five (5) twelve (12) month options to extend the lease, at the Port's sole discretion, as described below.

Lease Commencement Date: The lease shall commence on the first day of the first month following execution of the subject lease by the Port after approval by the Port Commission and the Board of Supervisors (the "Lease Commencement Date").

Rent Commencement: Rent shall begin on the first day of the fourth month after the Lease Commencement Date.

Base Rent: Base rent in the first year equals the Port Commission's FY 2013-14 Rental Rate for this property less the Port Commission approved five (5%) percent discount on paved land parcels of one acre or greater. Thereafter the annual rent is escalated at three (3%) per year. Annual monthly rents are as follows:

Initial Term

Year One: \$24,664.86 per month for months 4-12

Year Two: \$25,412.28 per month

Year Three: \$26,159.70 per month

Year Four: \$26,907.12 per month

Year Five: \$27,654.54 per month

Extension Term

Year Six: \$28,401.96 per month

Year Seven: \$29,149.38 per month

Year Eight: \$29,896.80 per month

Year Nine: \$30,664.22 per month

Year Ten: \$31,391.64 per month

Extension Option: Port may, in its sole discretion, offer tenant up to five (5) options to extend the lease for twelve (12) months each ("Extension Option"), commencing after expiration of the initial term. If Port offers an Extension Option, it will do so no later than one hundred fifty (150) days prior to the expiration of the initial term or any subsequent twelve month extension. Tenant may exercise an Extension Option by giving Port written notice that it accepts the Extension Option no later than thirty (30) days after the date of Port's notice of an Extension Option.

During negotiations between the Port and Forest City on the exclusive negotiating agreement ("ENA") for Forest City's development of Pier 70, Forest City provided the Port with a phasing plan on its development timeline. Forest City identified this parcel as the last in their phasing plan to be developed with an outside date of approximately

ten years. As a result the Port negotiated a lease with Affordable with an initial term of fifty-eight (58) months with up to five (5) options of twelve months each for a maximum lease term of ten (10) years. This mechanism provides the Port with a continuous revenue stream for the entire time until Forest City is ready to develop this area.

Reconfiguration: At any time after the first day of the Forty-Ninth (49th) month of the lease (including any twelve month extension), Port may require tenant to reconfigure or move the entire lease premises to a reasonably comparable space with equivalent square footage within Seawall Lot 349 or other Port property upon one hundred fifty (150) days' prior written notice to tenant.

Maintenance and Repair: Tenant shall, at the sole cost and expense, maintain the premises in good working order, condition and repair.

Utilities and Services: Tenant shall be responsible for all services and utilities provided to or consumed on the premises.

Security Deposit: Tenant shall provide a security deposit of \$55,309.08, which equates to two months' rent in Year 5 as required by Port.

Insurance: Tenant shall provide insurance coverage acceptable to Port and City Risk Manager.

Southern Waterfront Community Benefits and Beautification Policy: The lease premises lie within the Policy boundaries. Tenant shall provide community benefits and beautification measures in accordance with said Policy.

Standard Lease Provisions: The Lease contains all current lease provisions on the standard form approved by the City Attorney's Office including compliance with laws, Port's Right to Terminate, Indemnity and Exculpation, and Hazardous Materials.

Lease No. L-15691

Port Real Estate staff and representatives of Affordable have negotiated the proposed Lease No. L-15691 providing for the following terms and conditions:

Tenant: Affordable Self Storage, Inc., a California corporation, which is an existing Port tenant in good standing.

Premises: Approximately 144,818 rentable square feet of vacant paved land within Seawall Lot 349, which equals approximately 3.32 acres as shown on Exhibit B.

Use: The premises shall be used solely for storage of motorized and non-motorized vehicles, including boats, recreational vehicles, trucks and buses and self-storage containers and for no other purpose.

Term: The lease shall have a term of thirty-one (31) months.

Lease Commencement Date: The lease shall commence on the first day of the first month following execution of the subject lease by the Port after approval by the Port Commission and the Board of Supervisors (the "Lease Commencement Date").

Rent Commencement: Rent shall begin on the first day of the second month after the Lease Commencement Date.

Base Rent: Base rent in the first year equals the Port Commission's FY 2013-14 Rate for this property less the Port Commission approved five (5%) percent discount on paved land parcels of one acre or greater. Thereafter the annual rent is escalated at three (3%) per year. Annual monthly rents are as follows:

Year One: \$47,789.94 per month for months 2-12

Year Two: \$49,238.12 per month

Year Three: \$50,686.30 per month

Reconfiguration: At any time after the first day of the Twenty-Fifth (25th) month of the lease, Port may require tenant to reconfigure or move the entire lease premises to a reasonably comparable space with equivalent square footage within Seawall Lot 349 or other Port property upon ninety (90) days' prior written notice to tenant.

Maintenance and Repair: Tenant shall, at the sole cost and expense, maintain the premises in good working order, condition and repair.

Utilities and Services: Tenant shall be responsible for all services and utilities provided to or consumed on the premises.

Security Deposit: Tenant shall provide a security deposit of \$101,372.60, which equates to two months' rent in Year 3 of the lease as required by Port.

Insurance: Tenant shall provide insurance coverage acceptable to Port and City Risk Manager.

Southern Waterfront Community Benefits and Beautification Policy: The lease premises lie within the Policy boundaries. Tenant shall provide community benefits and beautification measures in accordance with said Policy.

Standard Lease Provisions: The Lease contains all current lease provisions on the standard form approved by the City Attorney's Office including compliance with laws, Port's Right to Terminate, Indemnity and Exculpation, and Hazardous Materials.

III. RECOMMENDATION

Port staff recommends that the San Francisco Port Commission adopt the attached proposed resolutions approving Lease No. L-15690, a fifty-eight (58) month ground lease, which contains an extension option of up to five (5) twelve (12) month options and Lease No. L-15691, a thirty-one (31) month ground lease, with Affordable Self Storage, Inc. and authorize the Executive Director to forward said leases to the Board of Supervisors for its respective approval and upon the effectiveness of such approval, authorize the Executive Director or her designee to execute said leases.

Prepared by: Jerry Romani
Commercial Property Manager

For: Susan Reynolds
Deputy Director, Real Estate

Exhibits:

- Exhibit A: Map of Premises for Lease No. L-15690 for Mini-Storage Facility
- Exhibit B: Map of Premises for Lease No. L-15691 for Vehicle Parking/Self-Storage Container Use
- Exhibit C: Aerial Photograph of Pier 70 Identifying Location of the Two Leases (L-15690 and L-15691)

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 13-45

- WHEREAS, Charter Section B3.581 empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the Port area of the City and County of San Francisco; and
- WHEREAS, Affordable Self Storage, Inc. ("Affordable"), is a tenant in good standing and occupies two separate lease premises located at the southeast corner of 20th & Illinois Streets, which lie within Seawall Lot 349 (Pier 70) in the Southern Waterfront where Affordable operates a mini-storage facility under Lease Nos. L-12867 and L-12871; and
- WHEREAS, Port staff recommends approval of the proposed lease with Affordable because the mini-storage facility is a good, appropriate use for the property which will pay market rent that will initially generate revenues of approximately \$24,700 per month; and
- WHEREAS, Port staff has negotiated a new fifty-eight (58) month lease, Lease No. L-15690 (the "Lease"), for approximately 74,742 rentable square feet of paved land for use as a mini-storage facility, which includes an extension term of up to five options to extend the Lease for twelve (12) months each, at the Port's sole discretion, with Affordable upon the terms described in the attached memorandum to the Port Commission dated November 7, 2013; and
- WHEREAS, the use is a continuation of existing and related uses and is therefore covered under the General Rule Exclusion pursuant to the California Environmental Quality Act; now, therefore be it
- RESOLVED, that the Port Commission approves, subject to Board of Supervisors' approval, the Lease and authorizes the Executive Director or her designee to forward the Lease to the Board of Supervisors (the "Board") for approval, pursuant to the Board's authority under Charter Section 9.118, and upon the effectiveness of such approval, to execute the Lease; and, be it further

RESOLVED, that the Port Commission authorizes the Executive Director or her designee to enter into any additions, amendments or other modifications to the Lease that the Executive Director, in consultation with the City Attorney, determines are in the best interest of the Port, do not materially increase the obligations or liabilities of the City or Port, and are necessary or advisable to complete the transactions which the Lease contemplates and effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director or her designee of the Lease, and any such amendments thereto.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of November 12, 2013.

Secretary

**PORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO**

RESOLUTION NO. 13-46

- WHEREAS, Charter Section B3.581 empowers the Port Commission with the power and duty to use, conduct, operate, maintain, manage, regulate and control the Port area of the City and County of San Francisco; and
- WHEREAS, Affordable Self Storage, Inc. ("Affordable"), is a tenant in good standing and occupies two separate premises located within Seawall Lot 349 (Pier 70) in the Southern Waterfront where Affordable conducts vehicle storage and self-storage container operations under Lease No. 14574 and License No. 14092; and
- WHEREAS, Port staff recommends approval of the proposed lease with Affordable because parking of motorized and non-motorized vehicles, including boats, recreational vehicles, trucks and buses and self-storage containers is an appropriate use for the property which will pay market rent that will initially generate revenues of approximately \$47,800 per month; and
- WHEREAS, Port staff has negotiated a new thirty-one (31) month lease, Lease No. L-15691 (the "Lease"), for approximately 144,818 rentable square feet of paved land for parking of vehicles and storage containers upon the terms described in the attached memorandum to the Port Commission dated November 7, 2013; and
- WHEREAS, the use is a continuation of existing and related uses and is therefore covered under the General Rule Exclusion pursuant to the California Environmental Quality Act; now, therefore be it
- RESOLVED, that the Port Commission approves, subject to Board of Supervisors' approval, the Lease and authorizes the Executive Director or her designee to forward the Lease to the Board of Supervisors (the "Board") for approval, pursuant to the Board's authority under Charter Section 9.118, and upon the effectiveness of such approval, to execute the Lease; and, be it further

RESOLVED, that the Port Commission authorizes the Executive Director or her designee to enter into any additions, amendments or other modifications to the Lease that the Executive Director, in consultation with the City Attorney, determines are in the best interest of the Port, do not materially increase the obligations or liabilities of the City or Port, and are necessary or advisable to complete the transactions which the Lease contemplates and effectuate the purpose and intent of this Resolution, such determination to be conclusively evidenced by the execution and delivery by the Executive Director or her designee of the Lease, and any such amendments thereto.

I hereby certify that the foregoing resolution was adopted by the Port Commission at its meeting of November 12, 2013.

Secretary

SAN FRANCISCO BAY

CONCRETE FINGER PIERS

(E) SHORE LINE

SWL 349 BOUNDARY LINE

DEPRESSED AREA

DEPRESSED AREA

LANDS OF PG & E

AREA = 74,742± Sq Ft

FUTURE ROADWAY

INTERIM ROADWAY

EXHIBIT A

INITIALS: PORT: _____ TENANT: _____ DATE: _____

LEASE NO.

L-15690

SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

TENANT

AFFORDABLE
SELF-STORAGE

DRAWN BY: EDC

CHECKED BY: J. ROMANI

DATE: NOV. 4, 2013

SCALE: NONE

PLACE CODE NO.

3490-00

SHEET NO.

OF

SHEETS

C:\WP\PROPERTY FILES\Leases\Mapa\1568875-2004\SWL 349\SWL349-Affordable-8.dwg

SAN FRANCISCO BAY

(E) SHORE LINE

LANDS OF PG&E

CONCRETE FINGER PIERS

SWL 349 BOUNDARY LINE

DEPRESSED
AREA

LIGHT POLE

LIGHT POLE

LIGHT POLE

INTERIM ROADWAY

FUTURE ROADWAY

AREA =
144,818 # Sq Ft

DATE: NOV 4, 2013
DRAWN BY: EDC
CHECKED BY: J. ROMANI
SCALE: NONE
PLACE CODE NO.
SHEET NO.
3490-00
OF
SHEETS

AFFORDABLE
SELF-STORAGE

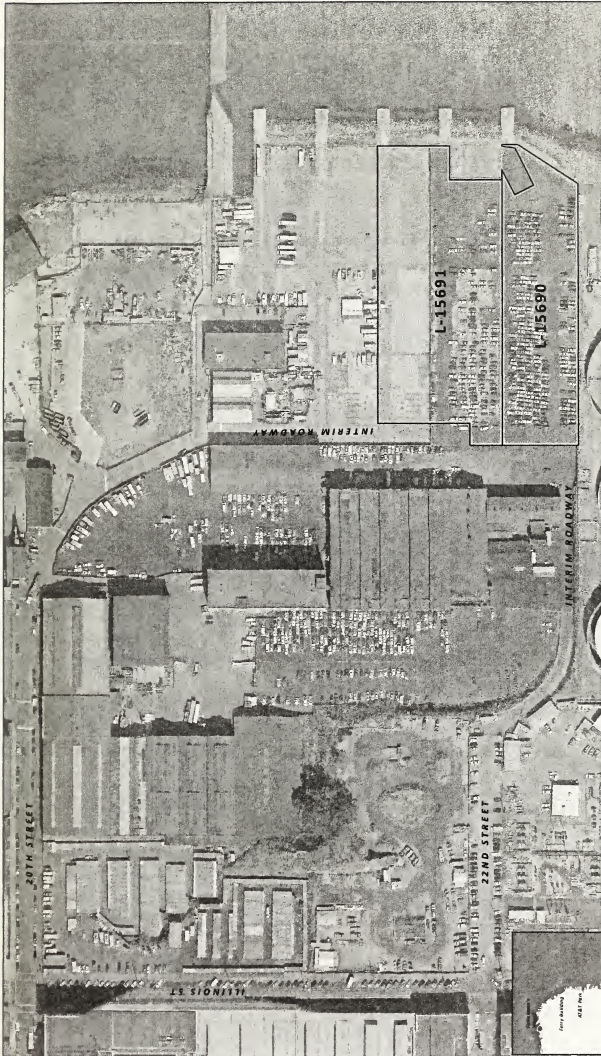
SAN FRANCISCO PORT COMMISSION
PORT OF SAN FRANCISCO
DEPARTMENT OF ENGINEERING

LEASE NO.
L-15691

EXHIBIT B

INITIALS: PORT: _____ TENANT: _____ DATE: _____

SLUR PROPERTY FILES\Lower Marsh\CD490-00-SW\SLR_349_Pack349-Affordable-8.dwg



AFFORDABLE SELF STORAGE
 Pier 70 Area
 PORT OF SAN FRANCISCO

EXHIBIT C



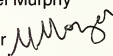
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MEMORANDUM

November 7, 2013

TO: MEMBERS, PORT COMMISSION
Hon. Doreen Woo Ho, President
Hon. Kimberly Brandon, Vice President
Hon. Willie Adams
Hon. Leslie Katz
Hon. Mel Murphy

FROM: Monique Moyer 
Executive Director

SUBJECT: Request authorization to enter into a grant agreement with San Francisco Planning and Urban Research Association ("SPUR") for the "Adapting to Rising Tides: Mission Creek San Francisco, California" project

DIRECTOR'S RECOMMENDATION: Approve Attached Resolution

Port staff seeks Port Commission authorization to enter into a grant agreement with San Francisco Planning and Urban Research Association (SPUR) for the completion of the "Adapting to Rising Tides: Mission Creek San Francisco, California" project (Project). If authorized, the Port will contribute \$25,000 of the \$110,000 total grant amount. Four other City departments will contribute the remaining award amount of \$85,000.

OVERVIEW

Numerous studies indicate that sea level rise over the next 50 to 100 years could be sufficient to adversely impact activities on the waterfront and possibly result in the inundation and or damage to existing and planned infrastructure. A prior Port-initiated study by URS found that, for lands under Port of San Francisco jurisdiction, sea level is expected to rise between 10-17 inches by 2050 and between 31-69 inches by 2100. Far less is known about adaptation strategies for addressing sea level rise on Port property.

The Project is part of an international collaboration between the Netherlands-based Stichting Delta Alliance (Delta Alliance), the Port of San Francisco (Port), the City and County of San Francisco (City), the San Francisco Bay Conservation and Development Commission (BCDC) and SPUR to develop sea level rise adaptation alternatives for the Mission Creek waterfront area of San Francisco. Mission Creek is one of the City's

This Print Covers Calendar Item No. 10A

lowest-lying areas and is vulnerable to flooding from sea level rise. Storm water runoff from Mission Bay also drains to Mission Creek, potentially complicating future projected flood events. For these reasons, Mission Creek is an ideal study area.

The Project is an outgrowth of prior sea level rise work led by BCDC in its Adapting to Rising Tides project. Adapting to Rising Tides (ART Project) is a collaborative planning effort to help San Francisco Bay Area communities adapt to sea level rise and storm event flooding. Led by the BCDC and the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA), the ART Project has engaged local, regional, state and federal agencies and organizations, as well as non-profit and private associations. Together, the ART Project team and its partners are working towards the project goal of increasing the Bay Area's preparedness and resilience to sea level rise and storm events while protecting critical ecosystem and community services.

BCDC led the ART Project study in concert with the Dutch Knowledge for Climate Research Program (described further below in Project Background) with financial support of Partners for Water, the Royal Netherlands Embassy, Delta Alliance, ARCADIS, Deltares and Alterra-Wageningen University.

In furtherance of the ART Project, Delta Alliance has awarded ARCADIS, a Dutch Engineering firm which specializes in coastal engineering, \$80,000 in grant funds for this Project. The City has asked SPUR to be the project manager of this work because of its recent success in managing a similar grant involving multiple federal, state and local partners to examine the effects of erosion and sea level rise along Ocean Beach¹. To facilitate deployment of the grant funds SPUR for Project at Mission Creek, the City, acting through the Port, would enter into a grant agreement with SPUR. The City has agreed to compensate SPUR in the amount of \$30,000 for its project management services.

As a condition of the grant, Delta Alliance requires the City to provide matching funds equal to 100% of their donation (\$80,000). The Port and other City departments would provide the matching \$80,000 through the Port's grant agreement with SPUR. The City's matching grant funds would be accompanied by an additional \$30,000 for SPUR's project management services, for a total of \$110,000 in City funding through the proposed grant agreement.

As the lead City agency, the Port proposes to enter into the grant agreement with SPUR and to manage the matching grant funding from the Port and other City department contributions. Staff recommends that the Port Commission authorize the Executive Director to enter into this grant agreement with SPUR. If approved, the Port would provide funds from the following sources:

¹ A copy of the Ocean Beach Master Plan developed by SPUR can be found at: <http://www.spur.org/initiative/ocean-beach-master-plan>

City Department	Contribution Amount
Port of San Francisco	\$25,000
San Francisco Public Utilities Commission	\$25,000
City Planning Department	\$20,000
Department of Public Works (Proposed) (1)	\$20,000
Office of the City Administrator/ Capital Planning	\$20,000
Total City Contributions	\$110,000

(1) City staff has proposed that DPW contribute \$20,000 to this study. DPW is still weighing this request to see if they have available funding.

Port staff will not execute the grant agreement until all sources of funding for the City's contribution are secured.

PROJECT GOALS AND OBJECTIVES

This Project seeks to build the capacity of San Francisco to address the risks of flooding from sea level rise and storms by developing adaptation alternatives for the Mission Creek area and continuing the exchange of knowledge and information between the Netherlands and California. The four main Project objectives are:

1. Develop sea level rise and storm water adaptation alternatives for the Mission Creek area portion of the City's waterfront based on the findings of a high-level vulnerability assessment.
2. Apply the lessons learned from BCDC's Adapting to Rising Tides (ART) project in Alameda County to the Project area.
3. Further develop and refine the adaptation Strategy Development Method² (SDM) to incorporate equity, finance and governance in the selected adaptation methodologies.
4. Exchange knowledge and best practices on climate adaptation between the Netherlands and California.

PROJECT BACKGROUND

In 2008 the Dutch national government initiated the Knowledge for Climate Research Program.³ This program is aimed at conducting research and development of

² Many measures are applicable in the attempt to adapt to sea-level rise, from managed retreat to strengthening already constructed shorelines to guard against sea level rise. To be able to make choices between all those potential measures, the ART Project developed a Strategy Development Method to provide a conceptual framework for choosing appropriate measures as part of an adaptation strategy.

³ Knowledge for Climate is a research program for the development of knowledge and services that make it possible to climate proof the Netherlands. See <http://www.climateknowledgeforclimate.nl/>.

adaptation strategies to make the Netherlands climate proof for the future. One of the program objectives is to engage with other coastal areas around the world to share the outcomes of the research program, learn how these other regions are adapting to climate change and build a network of organizations that are involved in adaptation planning. Delta Alliance⁴ is an international non-profit that was created to administer and manage these projects world-wide. ARCADIS is a Dutch Engineering with expertise in coastal engineering that is a partner in the Knowledge for Climate Research Program.

In California the collaboration with BCDC started in 2008-2009 with the "San Francisco Bay: Preparing for the Next Level" adaptation study.⁵ One of the major outcomes of the project was the Strategy Development Method (SDM) for adaptation planning. This method supports strategic prioritization and decision-making by associating ecological and economic growth goals to different shoreline types throughout the Bay.

PROJECT AREA AND STAKEHOLDERS

The Project will focus on the Mission Creek area, situated on the northeast side of San Francisco, as shown in Exhibit A. The Port owns and manages much of the waterfront property on the east side of San Francisco and is therefore viewed as the principal agency for protecting the waterfront areas it manages from flooding. However there are many other responsible agencies, landowners and stakeholders that would be affected by sea level rise and storms with an interest in developing appropriate, effective adaptation solutions. Other participating city agencies in this effort include the San Francisco Public Utilities Commission (SFPUC), Municipal Transportation Agency (MTA), Mayor's Office and the Departments of the Environment, Public Works and City Planning. Private partners include the San Francisco Giants.

PROJECT ROLES AND RESPONSIBILITIES

This Project will be undertaken by participating public agencies, a project manager and a consultant team. Below is a description of the main roles and responsibilities of each project partner.

- **Port of San Francisco** is the lead city agency in this Project and manages the grant for matching funding to SPUR. Port staff will support the consultant team in providing available existing data and will coordinate with other City agencies to collect data that resides outside of the Port. Port staff will also provide insight knowledge to inform the vulnerability assessment and development of adaptation options. Several City agencies will provide critical data, knowledge, insight and guidance to the Project and serve on a technical advisory committee.

⁴ Delta Alliance is an international knowledge-driven network organization with the mission of improving the resilience of the world's deltas. See <http://www.delta-alliance.org>.

⁵ The "San Francisco Bay: Preparing for the Next Level" report was a collaboration between the Netherlands and California that provided insights on the impacts of climate change on San Francisco Bay. See http://www.bcdc.ca.gov/planning/climate_change/deltaAlliance.shtml.

- **BCDC** is the primary point of contact in the partnership with the Netherlands and Delta Alliance. BCDC staff will serve in a hands-on technical role to support every phase of the Project and bring in the lessons learned in the ART Pilot Project in Alameda County. In addition to technical input BCDC will lead the establishment of an MOU between the participating agencies.
- **Delta Alliance** is the Dutch grant provider that will connect the consultant team with the information developed by the Knowledge for Climate Program. Delta Alliance will not be involved in day-to-day activities of the project.
- **SPUR** will act as the project manager and will be responsible for managing budget, schedule and deliverables and will facilitate meetings between the various project partners. SPUR is a 501(3)(c) non-profit organization. SPUR will administer the grant funding provided by the City of San Francisco.
- **Consultant Team** consisting of Alterra and ARCADIS (lead) will contract with Delta Alliance and SPUR separately. The consultant team has primary responsibility for executing the scope of work described in Exhibit B.

The organizations listed above, with the exception of Delta Alliance, will form the project management team, which will meet twice a month to discuss progress of the project.

Other City agencies and key stakeholders will be represented in a Technical Advisory Committee (TAC) and will meet in person for a 2 hour meeting once every 6 weeks. The TAC consists of staff from the SFPUC, MTA, Mayor's Office, the Departments of the Environment, Public Works and City Planning, and the Office of Community Investment and Infrastructure and Capital Planning.

By June 2014 the Project management team will produce a report outlining the results of the Mission Creek study including sea level rise and storm water adaptation alternatives for the Mission Creek area portion of the City's waterfront based on the findings of a high-level vulnerability assessment. The Project will produce companion public information materials describing the recommended strategies and include a public presentation of the results.

PROJECT SCHEDULE

The grant schedule and associated scope of work will take an estimated six (6) months to complete with an outside completion goal of June 30, 2014.

PORT COMMISSION ACTION

Through the attached resolution, staff seeks Port Commission authorization to enter into a grant agreement with SPUR and to contribute \$25,000 of the \$110,000 total grant award and to transfer \$85,000 of contributions from other City departments to SPUR.



Prepared by: Whitney Berry,
Intern, Planning & Development

And

Meghan Wallace
Budget Manager, Finance & Administration

For: Brad Benson
Director, Special Projects

And

Elaine Forbes
Deputy Director, Finance & Administration

Exhibits:

- A – Reference Map of General Mission Creek Area
- B – Proposed Scope of Work

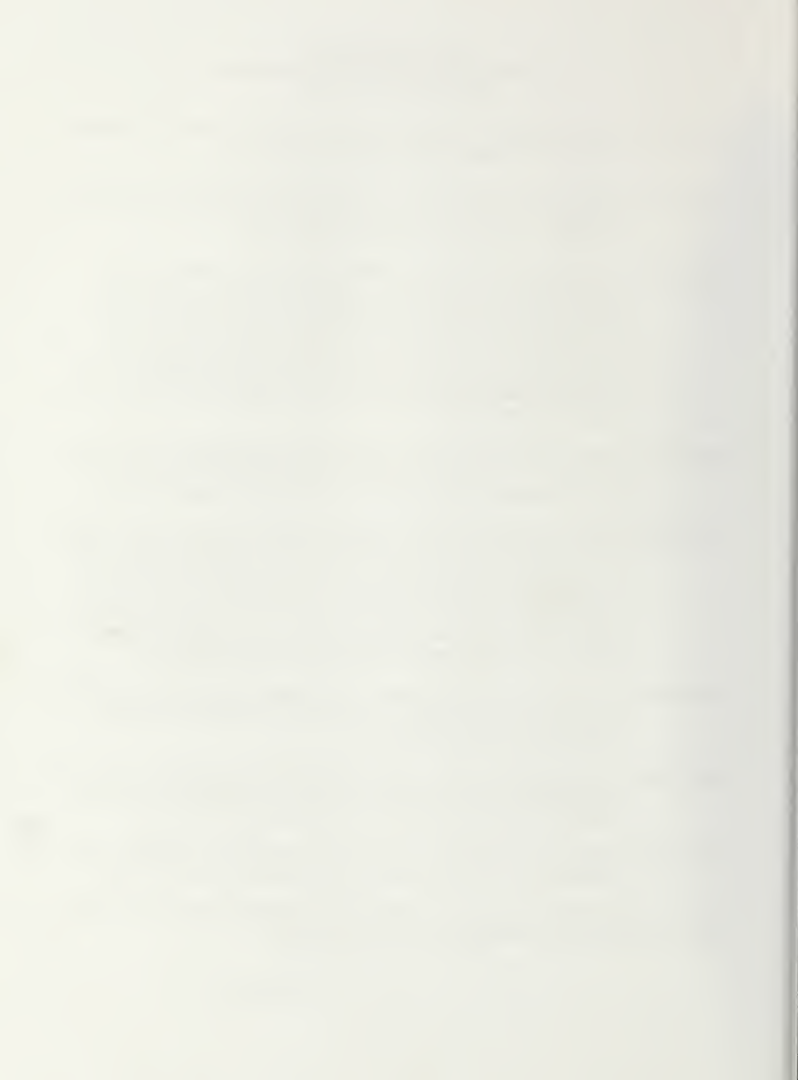




EXHIBIT A. MISSION CREEK STUDY AREA Adapting to Rising Tides PORT OF SAN FRANCISCO

Generalized Study Area



Scope of work

Adapting to Rising Tides: Mission Creek San Francisco, California

Peter Wijsman and Joe LaClair
9/14/13
Draft, version 5

Project background

This project (Project) is part of an international collaboration between the Netherlands-based Stichting (Foundation) Delta Alliance, the City and County of San Francisco (City), the San Francisco Bay Conservation and Development Commission (BCDC) and the San Francisco Planning and Urban Research Association (SPUR) to develop sea level rise adaptation alternatives for the Mission Creek waterfront area in San Francisco.

In 2008 the Dutch national government initiated the Knowledge for Climate Research Program (<http://www.climateresearchnetherlands.nl/>). This program is aimed at conducting research and development of adaptation strategies to make the Netherlands climate proof for the future. One of the program objectives is to engage with other coastal areas around the world to share the outcomes of the research program, learn how these other regions are adapting to climate change and build a network of organizations that are involved in adaptation planning. Stichting Delta Alliance was created as a non-profit to administer and manage the international projects.

In California the collaboration with BCDC started in 2008-2009 with the 'San Francisco Bay: Preparing for the Next Level' adaptation study (http://www.bcdc.ca.gov/planning/climate_change/deltaAlliance.shtml). One of the major outcomes of the project was a 'simple and effective' Strategy Development Method (SDM) for adaptation planning. This method facilitates consideration of ecological and economic growth ambitions for different types of shoreline to come to a preferred adaptation approach.

Project Area and Stakeholders

The adaptation planning Project will focus on the Mission Creek area, situated on the northeast side of San Francisco. Mission Bay, the largest project in the Mission Creek area, is rapidly developing from a former rail yard into a vibrant neighborhood with a new university research campus, new jobs, offices, housing, parks and open spaces and commercial retail areas, including a hotel. The Mission Bay project extends over most of the north and south shorelines of the creek west of the 3rd Street Bridge and along the Bay shoreline south of the creek. East of the 3rd Street Bridge, the north shore of Mission Creek is developed with AT&T Park, home of the San Francisco Giants, and the South Beach Marina. A shoreline park, a large parking lot and large finger pier facility anchor the south shore of Mission Creek. A subsidiary of the San Francisco Giants is negotiating a development project for the parking lot (Seawall Lot 337) and pier facility (Pier 48), which would extend the urban and open space character of the Mission Bay project to the northeast corner of the Project area. A San Francisco Public Utilities Commission (SFPUC) sewage and storm water pumping plant anchors the west end of the creek.

Mission Creek is one of the City's lowest-lying areas and is potentially vulnerable to flooding from sea level rise as well as stormwater runoff. The Port owns and manages much of the waterfront property on the east side of San Francisco and is therefore viewed as the principal agency for protecting the waterfront areas it manages from flooding. However there are many other responsible agencies, landowners and stakeholders that would be affected by sea level rise and storms with an interest in developing appropriate, effective adaptation solutions. Other participating city agencies in this effort include: SFPUC, Municipal Transportation Authority (MTA), Mayor's Office, the Departments of the Environment, Public Works and Planning, and the Office of Community Investment and Infrastructure and Capital Planning. Private partners include the San Francisco Giants and the Mission Bay Development Group.

Project Goals and Objectives

This Project seeks to build the capacity of San Francisco to address the risks of flooding from sea level rise and storms by developing adaptation alternatives for the Mission Creek area and continuing the exchange of knowledge and information between the Netherlands and California (United States?). The four main Project objectives are:

1. Develop sea level rise and storm water adaptation alternatives for the Mission Creek area portion of the City's waterfront, including assets within the Mission Creek area, based on the findings of a high-level vulnerability assessment.
2. Apply the lessons learned from the Adapting to Rising Tides (ART) project in Alameda County to the Project area.
3. Further develop and refine the adaptation Strategy Development Method (SDM) to incorporate equity, finance and governance in the selected adaptation methodologies.
4. Exchange knowledge and best practices on climate adaptation between the Netherlands and California.

Project roles and responsibilities

This project will be undertaken by participating public agencies, a project manager and a consultant team. Below is a description of the main roles and responsibilities of each project partner.

- **Port of San Francisco** is the lead city agency in this project and provides the grant for matching funding to SPUR. Port staff will support the consultant team in providing available existing data and will coordinate with other City agencies to collect data that resides outside of the Port. Port staff will also provide insight knowledge to inform the vulnerability assessment and development of adaptation options. Several City agencies will provide critical data, knowledge, insight and guidance to the project and serve on a technical advisory committee.
- **BCDC** is the primary point of contact in the partnership with the Netherlands and Delta Alliance. BCDC staff will serve in a hands on technical role to support every phase of the project and bring in the lessons learned in the ART Pilot Project in Alameda County. In addition to technical input BCDC will lead the establishment of a MoU between the participating agencies.
- **Delta Alliance** is the grant provider from the Dutch side. Delta Alliance will support the consultant team by making connections with knowledge and information that has been developed in the Knowledge for Climate Program. Delta Alliance will not be involved in day-to-day activities within the project.
- **SPUR** will act as the project manager and will hold responsibility for managing budget, schedule and deliverables and will facilitate meetings between the various project partners. SPUR will administer the grant funding provided by the City of San Francisco.
- **Consultant Team** consisting of Alterra and ARCADIS (lead) will contract with Delta Alliance and SPUR separately. The consultant team has primary responsibility for executing the scope of work described below.

The organizations listed above with the exception of Delta Alliance will form the project management team (PMT). The PMT will meet twice a month in person or over the phone to discuss progress of the project.

Other City agencies and key stakeholders will be represented in a Technical Advisory Committee (TAC) and will meet in person for a 2 hour meeting once every 6 weeks. The TAC consists of SFPUC, Municipal Transportation Authority (MTA), Mayor's Office, the Departments of the Environment, Public Works and Planning, and the Office of Community Investment and Infrastructure and Capital Planning. Private partners include the San Francisco Giants and the Mission Bay Development Group. Three of the twelve PMT meetings will be with the Dutch team. The remaining nine PMT meetings will be allotted two per task, except for three PMT meetings in task 4.

Project tasks

Task 1: Project scoping and organization

- 1.1 Develop an MOU between the partner City agencies, landowners, ARCADIS SPUR, Delta Alliance, and BCDC to clarify roles and responsibilities, timeframes and expected Project outcomes.
 - 1.2 Review existing data and reports from the Port, other City agencies, the Federal Emergency Management Agency (FEMA) and private landowners. This includes data on FEMA Flood Mapping, LiDAR, topography, existing and authorized, but not yet constructed development, sea level rise scenarios (including the Port's SLR Adaptation Study), storm flooding and other important data for the Mission Creek area. City agencies will also be called on to provide data on certain key infrastructure assets in the project area. The PMT will use both 2050 and 2100 SLR scenarios to inform the vulnerability assessment, but will use 2050 SLR scenarios for adaptation planning purposes. To the extent possible information will be compiled and processed in GIS.
 - 1.3 Review the work products of the Adapting to Rising Tides project, including project reports, processes, criteria and presentations to distill the analytical steps and processes to be used in this Project. Reconcile the SDM with the ART project adaptation approach and other commonly used adaptation planning methods from the Netherlands. Conduct one conference call between US and Dutch based Project participants.
 - 1.4 Within the Mission Creek sub-region establish clear Project boundaries (tentatively set between the Brannan Street Wharf in the north, Mariposa Street in the south and Seventh Street in the east) and develop an inventory of shoreline protection features and in-water and on-land assets of interest for further evaluation.
- *Task Deliverables: Memorandum of Understanding, Memorandum describing initial findings of task 1, to be used for final technical report*
 - *Timeline: Task to be completed 60 days after Project start (October - November)*
 - *Meetings (two PMT and one TAC meeting) PMT Meetings will focus on the MOU, data needs and sources, work plan refinements project boundaries, and planning the TAC meeting. TAC meeting will focus on data needs and sources.*

Task 2: Conduct High-level Vulnerability Assessment

- 2.1 Review existing sea level rise modeling data, and existing, authorized and proposed development for the Mission Creek area to determine which shoreline features and assets are exposed to

inundation under the scenarios selected and which stretches and types of shoreline is overtopped.

- 2.2 Advance the sea level rise modeling to establish depth of inundation and flow paths through the Project area.

- 2.3 For the exposed assets and shoreline protection features (proposed and existing) conduct a sensitivity and adaptive capacity analysis. Adaptive capacity will be determined by the assets' ability to adapt to storm flooding or sea level rise inundation with small or easy to achieve interventions to decrease vulnerability. The overall vulnerability of the entire project area will be discussed at a high level. For 6-8 assets detailed vulnerability descriptions will be developed. Tentatively these assets would be chosen from the following list:

- AT&T Park
- SWL 337
- Existing and Proposed Development around Mission Creek
- Pier 48
- Shoreline Parks
- Rail yard and rail connections (this analysis will be limited to a surface flood analysis)
- Channel Pump Station
- Channel Tunnel
- Streets
- Stormwater and Sanitary Sewer Lines

- *Task Deliverable: inventory of vulnerable assets with detailed asset vulnerability profiles (6-8) for select assets. Memorandum describing findings of this task, to be used for final technical report.*
- *Timeline: task to be completed 90 days after Project start (finalize by beginning of December)*
- *Meetings (two PMT and one TAC meeting) PMT Meetings will determine assets to evaluate in detail, preparing for TAC discussion of vulnerability assessment approach and exposure scenarios, data needs and sources, work plan refinements project boundaries, and planning the TAC meeting. TAC meeting will focus on data needs and sources.*

Task 3: Dutch team site visit

- 3.1 The Dutch team will be actively engaged via internet, video calls and phone exchanges in tasks 1 and 2 of the project and will visit San Francisco for a full week to visit project sites and work shoulder to shoulder with the other project partners. During this week staff meetings will be held with BCDC, the Port, SPUR and other City Staff to discuss findings of tasks 1 & 2 and Visit the Mission Creek Project site. Here the foundation will also be laid for adaptation planning in Task 4.
- 3.2 The Dutch team will hold individual meetings or a workshop (dependent on outcome of task 1 & 2) with key stakeholders, including city agencies and development entities to understand the key characteristics of the potentially affected/impacted assets and understand opportunities and challenges for adaptation planning.
- *Task deliverable: High level meeting notes from key findings and meetings with stakeholders*

- *Timeline: Site visit will occur early December. Memorandum to be completed within 30 days of start of site visit (December)*
- *Meetings (four PMT and one TAC meeting) PMT Meetings will guide high level vulnerability assessment and include two meetings with Dutch team to complete vulnerability assessment and SDM revisions and to prepare for TAC meeting. TAC meeting will provide input on vulnerability assessment.*

Task 4: Develop and Evaluate Adaptation Approaches and Enhancement of SDM

Task 4 is the most labor intensive Task in this project. Over 50% of the total level of effort will be spent on this task.

- 4.1 With the information gathered in tasks 1 and 2, and the field observations of task 3, the SDM will be tested and further refined with the goal of evaluating feasible adaptation alternatives and developing a comprehensive framework for adaptation strategy development. The Adapting to Rising Tides project adaptation strategy options approach will be used in concert with the SDM. To the extent feasible and appropriate, applicable high-level adaptation strategies from the ART Project will be incorporated.
- 4.2 Develop adaptation responses as a set of actions that, together, address one or more climate change vulnerability identified in Task 2. Each adaptation response will consist of three elements: a key vulnerability identified in the assessment; actions to address that vulnerability; and implementation options for each action, including the agencies and organizations that might be involved, the type of processes that could be used to implement the actions, and cost estimates for the actions. The Project participants will collaboratively develop adaptation alternatives for selected assets and shoreline features that address the vulnerabilities. Adaptation measures considered will include structural measures (levees, floodwalls, etc.), soft measures (wetlands, beaches, natural shoreline, etc.) water management solutions, governance, policy, and financing. The conclusions on governance and policy include recommendations on how this project fits into SF Adapt and how next steps can be coordinated among the family of City agencies involved. Physical adaptation measures will be developed at two different levels:
 1. Asset specific adaptation measures – based on the asset vulnerability profiles specific measures will be developed to protect an individual asset. Out of the list of vulnerable assets 2 will be selected for adaptation planning.
 2. Regional adaptation measures – these measures will focus on a systems approach to flood risk management, are typically along the shoreline and will protect multiple assets. This can include adaptation measures for the mouth of Mission Creek. 2 stretches of shoreline will be selected for adaptation planning.

In developing adaptation responses, the Project team will scan the ART project strategies for applicable adaptation responses that can be utilized or modified to address vulnerabilities identified in Task 2.

- 4.3 Adaptation Response Process. The Project team will meet with the Technical Advisory Committee of City agencies and key stakeholders to review adaptation strategy options and refine the responses based on feedback.
- *Task deliverable 4.1: A brochure describing the application of the enhanced Strategy Development Method (SDM)*

- *Task deliverable 4.2: Memorandum describing the development and assumptions of the enhanced SDM*
- *Timeline: Technical report to be completed within 90 days of start of task (January – March) and will include additional insights and revisions from the final workshop in Task 5.*
- *Meetings (three PMT and one TAC meeting) PMT Meetings will evaluate adaptation options at the high-level and asset specific level, detail, preparing for TAC discussion of adaptation options. The TAC meeting will provide input on proposed adaptation options.*

Task 5: Final workshop

- 5.1 Organize and conduct a final workshop with key stakeholders (US and Dutch) to present and discuss project findings.
- *Task deliverable: A memorandum describing the major outcomes of workshop and next steps.*
 - *Timeline: Workshop and memo to be completed within 30 days of start of task (April)*

Project Timeline

The Project will be completed in 6 months or less with an assumed start date early October 2013 and project end date of April 30, 2014. [adjust dates as needed to reflect actual project start date]

	Oct	Nov	Dec	Jan	Feb	March	Apr
Task 1: Project Scoping and Organization							
Task 2: Conduct High-level Vulnerability Assessment							
Task 3: Dutch Team site visit and early adaptation planning							
Task 4: Develop and Evaluate Adaptation Approaches and Enhancement of SDM							
Task 5: Final Workshop							

Project budget

The total budget for this project is approximately €120,000 (US\$160,000). Delta Alliance funds €60,000 and a local match in funding of US\$80,000 is provided by the Port of San Francisco.

Detailed budget to follow.

REVISED SAN FRANCISCO PORT COMMISSION

Doreen Woo Ho, President
Kimberly Brandon, Vice President
Willie Adams, Commissioner
Leslie Katz, Commissioner
Mel Murphy, Commissioner

GOVERNMENT
DOCUMENTS DEPT

NOV - 8 2013

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PUBLIC LIBRARY

Monique Moyer, Executive Director
Phone: 415-274-0400; Fax 415-274-0412

Amy Quesada, Commission Secretary
Phone: 415-274-0406; Fax 415-274-0412

AGENDA TUESDAY, NOVEMBER 12, 2013 3:15 P.M. OPEN SESSION

PORT COMMISSION HEARING ROOM, SECOND FLOOR FERRY BUILDING, SAN FRANCISCO CA 94111

The Port Commission Agenda as well as Staff Reports/Explanatory Documents available to the public and provided to the Port Commission are posted on the Port's Website at www.sfport.com. The agenda packet is also available at the Pier 1 Reception Desk. If any materials related to an item on this agenda have been distributed to the Port Commission after distribution of the agenda packet, those materials are available for public inspection at the Port Commission Secretary's Office located at Pier 1 during normal office hours.

1. **CALL TO ORDER / ROLL CALL**
2. **APPROVAL OF MINUTES** – October 22, 2013
3. **PLEDGE OF ALLEGIANCE**
4. **ANNOUNCEMENTS**

- A. **Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting:** Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. **Announcement of Time Allotment for Public Comments:** Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Public comment is permitted on any matter within Port jurisdiction and is not limited to agenda items. Public comment on non-agenda items may be raised during Public Comment Period. A member of the public has up to three minutes to make pertinent public comments. Please fill out a speaker card and hand it to the Commission Secretary. If you have any question regarding the agenda, please contact the Commission Secretary at 274-0406. No Commission action can be taken on any matter raised during the public comment period for items not listed on the agenda other than to schedule the matter for a future agenda, refer the matter to staff for investigation or respond briefly to statements made or questions posed by members of the public. (Government Code Section 54954.2(a))

6. EXECUTIVE

A. Executive Director's Report

- Port of San Francisco honored at the California Association of Harbor Masters & Port Captains, Inc. Awards Banquet - October 30, 2013
- U.S.S. *Pampanito's* 70th Birthday – November 6, 2013
- Bethlehem Shipyard Museum Event – November 13, 2013 at Noonan Building, Pier 70
- Port Building Code Posted on the Port's Website - <http://www.sf-port.org/index.aspx?page=1615>
- Special Port Commission Meeting – Thursday, December 12, 2013
- Pier 92 Grain Silo Public Art

7. CONSENT

- A. Request authorization to amend an existing contract with Davis & Associates Communications, Inc. to (1) revise the scope of work, (2) increase the amount of the contract from \$50,000 to \$170,000, (3) extend the term by three years by extending the expiration date from June 30, 2014 to June 30, 2017, for a full contract term of five and one half years, and (4) add a one year extension option. (Resolution No. 13-44)

8. PLANNING AND DEVELOPMENT

- A. Informational presentation on the Revised Project 3.0 Design of the Golden State Warriors Arena and Multi-purpose Venue Project at Piers 30-32.

9. REAL ESTATE

- A. Request approval of two leases between the Port, as landlord, and Affordable Self Storage, Inc., a California corporation, as tenant for locations within Seawall Lot 349 (Pier 70) in the southern waterfront: (i) Lease No. L-15690, for a mini-storage facility, comprising approximately 74,742 square feet of paved land

(Resolution No. 13-45); and (ii) Lease No. L-15691, for vehicle parking and self-storage containers, comprising approximately 144,818 square feet of paved land, subject to approval by the Board of Supervisors. (Resolution No. 13-46)

10. FINANCE AND ADMINISTRATION

- A. Request authorization to enter into a grant agreement with San Francisco Planning and Urban Research Association ("SPUR") for the "Adapting to Rising Tides: Mission Creek San Francisco, California" project. (Resolution No. 13-47)

11. NEW BUSINESS

12. ADJOURNMENT

**FORWARD CALENDAR
(TARGETED COMMISSION MEETING, SUBJECT TO CHANGE)**

SPECIAL MEETING - DECEMBER 12, 2013

	FACILITY/POLICY	ITEM	TITLE
1	Seawall Lot 337	Informational	Update on the mixed-use development project for Seawall Lot 337 and Pier 48 bounded by China Basin Channel, Third Street, Mission Rock Street, and San Francisco Bay and adjacent to AT&T Park
2	Heron's Head Park at Cargo and Jennings Street	Action	Authorization to execute a lease for the "Eco Center at Heron's Head Park" and surrounding 6,058 square feet of non-exclusive license area.
3	Pier 38	Action	Authorization to enter into exclusive negotiations with the best qualified Pier 38 developer
4	Tulare Park @ Cesar Chavez Street, Islais Street & Pier 90	Action	Authorization to advertise for competitive bids for Construction Contract No. 2758, Bayview Gateway & Tulare Park Projects located at Cesar Chavez Street, Islais Street, and Pier 90
5	Portwide	Action	Approval of the Operations Agreement by and between the City and County of San Francisco by and through its San Francisco Port Commission and Expeditors International of Washington, Inc. granting Expeditors International authority to operate its site in Brisbane, California as a Foreign Trade Zone #3 Site for a term of 5 years, with a mutual option to extend for 5 years
6	Pier 9	Action	Approval of Port of San Francisco Lease Number L-15721 with Autodesk, a Delaware Corporation for a term of eight (8) years for approximately 3,400 square feet of unimproved Pier 9 shed space
7	Portwide	Action	Adoption of the 2013 Port of San Francisco Building, Mechanical, Electrical, Plumbing, and Green Building Codes (Port of San Francisco Codes)
8	Portwide	Action	Approval of: (1) issuance of Port of San Francisco Series 2013 Revenue Bonds to fund certain improvements on Port property in the aggregate principal amount not to exceed twenty six million dollars (\$26,000,000) with an interest rate not to exceed twelve percent per annum; (2) the forms of Indenture of Trust between the Port and a trustee; (3) the sale of the Bonds by negotiated sale pursuant to a purchase contract; (4) the form of a bond purchase contract; (5) the preliminary form of

			the Official Statement relating to the Bonds and the distribution of the statement; and (6) the form of the Continuing Disclosure Certificate of the Port and the execution of the certificate
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JANUARY 14, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Informational	Informational presentation on the Port's "Climate Action Plan"
2	Pier 14	Informational	information presentation on a new public art installation for the Pier 14 Plaza created by the Flaming Lotus Girls
3	Portwide	Informational	Informational Update on the Establishment of a Port Infrastructure Financing District
4	Pier 35	Action	Authorization to advertise for competitive bids for Construction, Pier 35 Building and Roof Repairs
5	SWL 322-1	Action	Approval of Memorandum of Understanding between the San Francisco Mayor's Office of Housing ("MOH") and the Port regarding the terms and conditions under which the Port will allow MOH to solicit a developer to enter into a lease with the Port for the development of Seawall Lot 322-1 with an affordable housing development
6	Pier 70	Action	Approval of the Exclusive Negotiation Agreement with Forest City Development for the Pier 70 Waterfront Site, bordered generally by 20th Street, Michigan Street, 22nd Street and the San Francisco Bay

FEBRUARY 11, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Portwide	Action	Approval of the Executive Director's nomination of members of the Port Building Code Review Board
2	Pier 94 and 96	Action	Authorization to advertise for competitive bids for Construction, Pier 94-96 Storm Drain and Outfall repairs

FEBRUARY 25, 2014

	FACILITY/POLICY	ITEM	TITLE
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MARCH 11, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to award Construction Contract No. XX, Pier 35 Building and Roof Repairs
2	Pier 70	Action	Approval of a lease and development agreement with Orton Development, Inc. for the 20th Street Historic Buildings at Pier 70
3	3rd Street & Cargo Way Triangle and Cargo Way	Action	Authorization to advertise for competitive bids for Construction, Quint Street Lead Improvement Project
4	Copra Loading Dock near Tulare Street	Action	Authorization to advertise for competitive bids for Construction, Copra Crane Refurbishment

APRIL 8, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Army Street, Islais Street, and Pier 90	Action	Authorization to award Construction Contract No. 2758, Bayview Gateway & Tulare Park Projects

MAY 13, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 94 and 96	Action	Authorization to award Construction Contract No. X, Pier 94-96 Storm Drain and Outfall Repairs

JUNE 10, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 31	Action	Authorization to advertise for competitive bids for Construction, Pier 31 Building and Roof Repairs

JULY 8, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to advertise for competitive bids for Construction, Pier 35 Substructure Repairs

AUGUST 12, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 31	Action	Authorization to award Construction Contract No. XX, Pier 31 Building and Roof Repairs
2	3rd Street & Cargo Way Triangle and Cargo Way	Action	Authorization to award Construction Contract No. 2764, Quint Street Lead Improvement Project

SEPTEMBER 9, 2014

	FACILITY/POLICY	ITEM	TITLE
1	Pier 35	Action	Authorization to award Construction Contract No. XX, Pier 35 Substructure Repairs

DATE TO BE DETERMINED

	FACILITY/POLICY	ITEM	TITLE
1	Pier 27	Informational	Presentation on the James R. Herman Cruise Terminal Management Agreement with Metro Cruise LLC
2	Pier 27	Action	Approval of the James R. Herman Cruise Terminal Management Agreement with Metro Cruise LLC
3	South Beach	Action	Port Commission's consideration of agreements between the Port Commission and the Successor Agency to mutually terminate 13 ground leases in the South Beach project area and set business terms for the transfer of the South Beach Harbor Program
4	Pier 70	Action	Authorization to advertise for competitive bids for Construction, Crane Cove Park Project Phase 1
5	Pier 70	Action	Authorization to award Construction Contract No. 2740, Crane Cove Park Project - Phase 1

DECEMBER 2013
CALENDAR OF UPCOMING PORT MEETINGS – OPEN TO THE PUBLIC

DATE	TIME	GROUP	LOCATION
Dec. 10 Cancelled	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Dec. 12 Special Meeting	2:00 PM Closed Session	Port Commission	Port Commission Hearing Room at the Ferry Building
Special Meeting	3:15 PM Open Session	Port Commission	Port Commission Hearing Room at the Ferry Building

NOTES:

The San Francisco Port Commission meets regularly on the second and fourth Tuesday of the month at 3:15 p.m., unless otherwise noticed. The Commission Agenda and staff reports are posted on the Port's Website @ www.sfport.com. The Port Commission meetings can be viewed online at http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=92. The Port Commission meetings are also broadcasted on the 2nd & 4th Thursday of the month at 9 p.m. on Comcast Cable Channel 26 or Astound Cable Channel 78 (formerly RCN Cable). Contact Amy Quesada at 274-0406 or amy.quesada@sfport.com

The Fisherman's Wharf Waterfront Advisory Group (FWWAG) meets regularly on a bi-monthly basis, on the third Tuesday of the month. The regular meeting time and place is 9:00 a.m. at Scoma's Restaurant, Pier 47 at Fisherman's Wharf. Contact Rip Malloy @ 274-0267 or rip.malloy@sfport.com

The Maritime Commerce Advisory Committee (MCAC) meets every other month, on the third Thursday of the month, from 11:30 a.m. to 1:00 p.m. @ Pier 1. Contact Jim Maloney @ 274-0519 or jim.maloney@sfport.com

The Mission Bay Citizens Advisory Committee meets on the second Thursday of the month at 5:00 p.m. in the Creek Room at Mission Creek Senior Building located at 225 Berry Street in San Francisco (along the Promenade just beyond the library.) Contact Catherine Reilly at the former Redevelopment Agency @ 749-2516 or catherine.reilly@sfgov.org

The Northeast Waterfront Advisory Group (NEWAG) meets regularly on a bi-monthly basis on the first Wednesday of the month from 5:00 p.m. to 7:00 p.m. in the Bayside Conference Room @ Pier 1. Contact Jonathan Stern @ 274-0545 or jonathan.stern@sfport.com

The Central Waterfront Advisory Group (CWAG) meets monthly on an as-needed basis, generally on the third Wednesday of the month from 5 to 7 p.m. in the Bayside Conference Room at Pier 1. Contact Mark Paez @ 705-8674 or mark.paez@sfport.com

The Southern Waterfront Advisory Committee (SWAC) meets every last Wednesday of the month from 6:15 to 8:15 p.m. Location to be determined. Contact David Beaupre @ 274-0539 or david.beaupre@sfport.com

The Waterfront Design Advisory Committee (WDAC) meets jointly with the Design Review Board of the Bay Conservation and Development Commission on the first Monday of the month at BCDC, 50 California Street, Rm. 2600, at 6:30 p.m. The Committee meets as needed on the fourth Monday of the month at 6:30 p.m. in the Bayside Conf. Rm. @ Pier 1. Contact Dan Hodapp @ 274-0625 or dan.hodapp@sfport.com

ACCESSIBLE MEETING INFORMATION POLICY

FERRY BUILDING:

The Port Commission Hearing Room is located on the second floor of the Ferry Building. The main public entrance is from the west (Embarcadero) side and is served by a bank of elevators adjacent to the historic staircase. Accessible public restrooms are on the first floor at the northeast end of the building as well as on the second floor across the lobby from the Port Commission Hearing Room. The main path of travel to the Port Commission Hearing Room is equipped with remote infrared signage (Talking Signs). The Port Commission Hearing Room is wheelchair accessible. Accessible seating for persons with disabilities (including those using wheelchairs) is available. The closest accessible BART and MUNI Metro station is Embarcadero located at Market & Spear Streets. Accessible MUNI lines serving the Ferry Building area are the F-Line, 9, 31, 32 and 71. For more information about MUNI accessible services, call (415) 923-6142. The nearest accessible parking is provided in the following off-street pay lots: 3 spaces in the surface lot on the west side of the Embarcadero at Washington Street.

Hourly and valet parking is available in the Pier 3 lot. This lot is accessed through the Pier 3 bulkhead building entrance on the east side of the Embarcadero. This lot is located on the pier deck; adjacent to the ferry boat Santa Rosa. Additional covered accessible off-street pay parking is available in the Golden Gateway Garage, which is bounded by Washington, Clay, Drumm and Battery Streets. Entrance is on Clay St. between Battery and Front Streets. There is no high-top van parking. Metered street parking is available on the Embarcadero, Washington, Folsom & Drumm Streets.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City to accommodate these individuals.

A sign language interpreter and alternative format copies of meeting agendas and other materials can be provided upon request made at least 72 hours in advance of any scheduled meeting. Contact Wendy Proctor, Port's ADA Coordinator, at 274-0592, the Port's TTY number is (415) 274-0587.

Know Your Rights Under the Sunshine Ordinance:

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance (Sections 67.1 et seq. of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Chris Rustom by mail: Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at (415) 554-7724; by fax at (415) 554-7854 or by email at sof@sfgov.org. Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from Mr. Rustom or by printing Sections 67.1 et seq. of the San Francisco Administrative Code on the Internet, at <http://www.sfgov.org/sunshine>.

NOTICES

Prohibition of Ringing of Sound Producing Devices:

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic device.

Lobbyist Registration and Reporting Requirements:

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance (SF Campaign & Government Conduct Code Sections §2.100 – 2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 30 Van Ness, Suite 3900, San Francisco, CA 94102, phone (415) 581-2300 or fax (415) 581-2317; web site: www.sfgov.org/ethics.





SAN FRANCISCO PORT COMMISSION

**NOVEMBER 12, 2013
MINUTES OF THE MEETING**

GOVERNMENT
DOCUMENTS DEPT

DEC - 9 2013

MEMBERS, PORT COMMISSION
HON. DOREEN WOO HO, PRESIDENT
HON. KIMBERLY BRANDON, VICE PRESIDENT
HON. WILLIE ADAMS
HON. LESLIE KATZ
HON. MEL MURPHY

SAN FRANCISCO
PUBLIC LIBRARY

MONIQUE MOYER, EXECUTIVE DIRECTOR
AMY QUESADA, COMMISSION SECRETARY

CITY & COUNTY OF SAN FRANCISCO PORT COMMISSION

MINUTES OF THE MEETING NOVEMBER 12, 2013

1. CALL TO ORDER / ROLL CALL

Port Commission President Doreen Woo Ho called the meeting to order at 3:20 p.m. The following Commissioners were present: Doreen Woo Ho, Kimberly Brandon, Willie Adams and Mel Murphy. Commissioner Leslie Katz is attending the 15th Sister Ports Conference in Osaka Japan with Executive Director Monique Moyer.

2. APPROVAL OF MINUTES – October 22, 2013

ACTION: Commissioner Brandon moved approval; Commissioner Murphy seconded the motion. All of the Commissioners were in favor. The minutes of the October 22, 2013 meeting were adopted.

3. PLEDGE OF ALLEGIANCE

4. ANNOUNCEMENTS: The Port Commission Secretary announced the following:

- A. Announcement of Prohibition of Sound Producing Electronic Devices during the Meeting: Please be advised that the ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing of or use of a cell phone, pager, or other similar sound-producing electronic device.
- B. Announcement of Time Allotment for Public Comments: Please be advised that a member of the public has up to three minutes to make pertinent public comments on each agenda item unless the Port Commission adopts a shorter period on any item.

5. PUBLIC COMMENT ON ITEMS NOT LISTED ON THE AGENDA

Lee Radner - I'm here to remind all of us of the community's vision for San Francisco's Northeast Waterfront, which was done by the Asian Neighborhood Design some months ago. You all received copies. Now is the time to revisit and reread this excellent document as a basis for open discussion. This was developed by AND, the Asian Neighborhood Design group, with tremendous input from a large number of neighborhood citizen groups, Friends of Golden Gateway, Golden Gateway Tenants Association, The Barbary Coast Neighborhood Association, Telegraph Hill Dwellers, and the many citizens from Chinatown. The vision is a blueprint for the entire Northeast Corridor that offers plans and ideas to benefit a port, recreation, housing, open space, and it is environmentally compatible to the new Cruise Terminal and Exploratorium. The vision not only benefits the many people who



live in waterfront neighborhood, but really opens the waterfront to all parts of the city and tourists who visit our San Francisco.

The AND waterfront vision shows a sense of place, creating more people space, and, I might point out, it wasn't an AND plan, but that wonderful children's playground in Sue Bierman Park is an example of people and vision. The waterfront vision plan is an integrated hull. Now is the time to begin a dialogue of a few commission members and your Port staff.

We come with an open mind. Changes may be needed to fit the present, and an honest discussion must begin. The vision plan is a great starting point. I'd like to read some conclusions right from the plan: Strengthen neighborhood fabric and pedestrian transit connections. Promote a social, economic, and ethnically diverse waterfront. It enhances and preserves community recreation opportunities, and creates a politically and economically feasible plan that balances public use and revenues generating development. I thank you for this opportunity. I hope to hear from you. I know your staff and yourselves know how to contact me. I'd be happy to provide new copies if you haven't got them available. We'd like to move on from there.

Bill Hannan - I'm the President of the Golden Gateway Tenants Association. Our members live in a large residential complex not far from this building where we are now. I wanted to support Mr. Radner's recommendation that you pay careful attention to the Asian Neighborhood Design study, a thoughtful and worthy document.

Renee Ducroux - I'm here on behalf of the James R. Herman Memorial Committee. Local 34 President Sean Farley was unable to be here due to illness but intended to convey this message to you on behalf of the Committee. The current design elements of the memorial will include a central art piece as well as a multimedia presentation on the memorial wall. The Committee intends to work with staff on getting the name of the terminal prominently and properly signed with James R. Herman's name.

It is the Committee's sincere hope the commissioners will be supportive of the vision and direction of the proper signage on the exterior of the building, so the world will know who the terminal is named for. When the James R. Herman Memorial Committee has gotten its prototype, we will present it to you. Thank you for your time and support.

6. EXECUTIVE

A. Executive Director's Report:

Byron Rhett – I'm sitting in for Monique Moyer who is at a Sister Ports Conference in Osaka, Japan.

- Port of San Francisco honored at the California Association of Harbor Masters & Port Captains, Inc. Awards Banquet - October 30, 2013

The California Association of Harbormasters and Port Captains had an Awards Banquet on October 30, 2013. At that Awards Banquet, the Port of San Francisco received an award for its efforts to bring the America's Cup sailing event to San Francisco Bay. Port Wharfinger Joe Riley represented the Port at the event. The Association represents public and private marinas throughout the state. They were active in testimony and hearings leading up to the America's Cup event coming to the San Francisco Bay. They were very appreciative of our efforts, but also said that the America's Cup event was one of the key aspects of their involvement in the event, and they thanked the Port for helping bring the event to San Francisco Bay.

- USS Pampanito & SS Jeremiah O'Brien' 70th Anniversary – November 6, 1943 – November 6, 2013

Two World War II ships, the USS Pampanito as well as the SS Jeremiah O'Brien that are berthed at Piers 45, celebrated their 70th birthdays on November 6, 2013. We had planned to present plaques to the representatives of the two entities at today's Commission meeting but they could not be here. We will make that presentation at the December meeting, but wanted to acknowledge that both historic vessels celebrated their 70th birthdays on November 6, and we're looking forward next month to presenting plaques to the representatives of both the ships at that particular meeting. As you know, both ships did extensive duty during World War II.

- Bethlehem Shipyard Museum Event – November 13, 2013 at Noonan Building, Pier 70

The Bethlehem Shipyard Museum have embarked on a new series of presentations, the first of which they'll be doing at the Noonan Building at Pier 70 tomorrow. That presentation will start at 10:30 a.m. through 1 p.m. It's part of a series of presentations that they're doing on the industrialization of the San Francisco Bay. In particular, tomorrow's presentation will focus on the five Sullivan brothers, who died at the First Battle of Guadalcanal on November 13, 1943. You can get more information about their presentations, their series, and the event tomorrow in particular at BethlehemShipyardMuseum.org.

- Port Building Code Posted on the Port's Website - <http://www.sf-port.org/index.aspx?page=1615>

The California Building Standards Commission has developed a new state building code. That building code will go into effect January 2014. That would impact the Port's Building Codes and requires that we amend the various Port's Building Codes. We wanted to let the Commissioner and the community know that there is a draft of the various Port Building Codes but the Port Building, Green, Mechanical, Electrical and Plumbing Codes have to be amended to be consistent with the new State Code. We have drafted

those codes that are available on the Port's website, sfport.com, for the public and the Commission to review. Port staff will be back to the Port Commission in December to present the final draft of the building codes for your approval. Assuming that you do approve them, the new Port Codes would go into effect January 1, 2014, at the same time that the State Code goes into effect.

- Special Port Commission Meeting – Thursday, December 12, 2013

Monique Moyer mentioned a couple of times before that the Port Commission meeting in December will be held on Thursday, December 12. We usually meet on Tuesdays. So the December meeting will be on Thursday. It will start at the regular time of 3:15 here in the Ferry Building.

- Pier 92 Grain Silo Public Art

We've been before you regarding the particular murals that are proposed for the Grain Silos at Pier 92 adjacent to the Illinois Street Bridge. You remember that we worked with the Art Commission. They went through a selection process. They selected artist Haddad Dragan to develop a mural for Grain Silos. That mural was based on cultural and historical issues from the Bayview community. As of November 7, they've begun to put that mural in place. I wanted to give you and the public a head's up that you'll see that work beginning. It won't be completed until December. We're working with the Mayor's Office and others on a ribbon cutting to celebrate that work being completed. We don't have the date for that ceremony, but I wanted to let you know that the 17-story, 197 x 72 foot mural has begun. It's also a lighting project. It will be lit as well as the Grain Silos when the project is completed.

Ernestine Weiss - I'm surprised that 8 Washington isn't on the Executive Director's Report as far as what happened. I must say that it was soundly defeated in spite of all the meetings we had here at the Port, where all the neighbors said, "No, no, no." And the Port did not listen. It's too bad that they spent all that money on a useless fight which could have been avoided and better spent on lighting the Embarcadero, which is dim, and made other improvements to the waterfront, which we sorely need. I'm aghast that it's totally ignored here. I created the park across the street, and all they could say is a bunch of lies, saying we need parks instead of a parking lot. What do they think my park is right next door to it - Ferry Park, a huge park? We don't need more parks. We need affordable housing. I'm sure that you all got the message. Please keep that in mind on all your future endeavors on the Port, because we can surely do better than have all these huge ugly things on the Embarcadero. We tried so hard to make it beautiful, and all that the City functions can do is destroy it. I love the way they put this in the newspaper, that the Planning Department okayed it, the Board of Supervisors, everybody okayed it. They all worked in collaboration because they're corrupt.

7. CONSENT

- A. Request authorization to amend an existing contract with Davis & Associates Communications, Inc. to (1) revise the scope of work, (2) increase the amount of the contract from \$50,000 to \$170,000, (3) extend the term by three years by extending the expiration date from June 30, 2014 to June 30, 2017, for a full contract term of five and one half years, and (4) add a one year extension option. (Resolution No. 13-44)

ACTION: Commissioner Brandon moved approval; Commissioner Murphy seconded the motion. All of the Commissioners were in favor. Resolution No. 13-44 was adopted.

8. PLANNING AND DEVELOPMENT

- A. Informational presentation on the Revised Project 3.0 Design of the Golden State Warriors Arena and Multi-purpose Venue Project at Piers 30-32.

Byron Rhett - We've been working for some time with the Golden State Warriors on the development of Piers 30-32 and the proposed multipurpose facility for Warrior games and other events and activities. We're pleased to be at this point where the design team for the Golden States Warriors will be presenting their latest design. They've been working closely with the Office of Economic and Workforce Development, with the Planning Department, with the Port and other city departments with other entities like BCDC and also working closely with various community stakeholders and with the Advisory Committee. This is the Advisory Committee that was created to review this project and work closely with the city family and with the developer.

This proposal is a response to the input from all of those entities, and we're excited to see what new ideas and how the project has changed. Craig Dyers of Snohetta, the internationally known design firm and designer is leading this design effort. As you know, his firm has designed the MOMA expansion, which is under construction now. Craig Dyers is here to present the latest design for this facility.

Craig Dyers - We'd like to spend about 20 minutes or so to run through some of the basic statistics and facts, and also show you some images that will help you and the audience to better understand the implications of the refinements that we have been making over the past several months. Before we do that, though, I would like to remind you that we have several goals: One of them is, of course, that we recognize that the current pier is in a serious state of deterioration, and as you look along the pier edges today and at the piers themselves that hold up the basic platform of the pier, you'll find rebar exposed and concrete falling into the water. A big part of our project is to provide stabilization to that pier itself.

We are also hoping that and understanding that as the project progresses, people will recognize that the design is providing more open access to the pier,

much more than we are familiar with today, as this site is essentially fenced off to the public. Our first sketches have always shown a very strong emphasis on pointing towards nearby existing monuments such as the Bay Bridge Pier itself, so that the outdoor space of the design is seen as having as much value as the objects themselves that house the buildings of the facility across the pier site.

This is our recent sketch, and we'll go through in some detail how these particular areas have been refined. Our core idea remains the same: that there be an emphasis of open space and the space between things as having tremendous value in the new design. This shows the large grand lawn that we have created that leads the eye up from the south towards the north to the Bay Bridge Pier.

There are three key driving values that we've tried to develop and refine further as we move through this process. All of these points are being created in our minds in relation to comments we have heard both informally and formally through various agencies and citizens groups and community members, the first being improved access, that we want to make the site as porous as possible, so that people can easily move through it in different ways and provide different perspectives of the surroundings and the shoreline.

We want the buildings to be inviting so that the scale and the heights and the relative design of those structures is of a magnitude that feels approachable by people walking along the Embarcadero. Finally, we want to provide more green space, more park space on this site than you have seen previously in the previous iterations.

Here's a site plan of where we are today. You'll notice that there is some significant refinements made to the retail areas and some more green space being provided in and around the facility. This is the previous version that you had seen some months ago, around May of this past year. You'll see that the retail on the left is quite sizeable in module and in scale. To put the two together, here's the sort of redline showing the version 2.0, and the newest iteration below.

We have reduced the girth of the arena rather significantly, and that's by removing about 33,000 square feet out of the facility itself. I want to point out that all of these measures have been by creating more efficient designs. It's not by saying, "Well, we'll just somehow make it shrink." It's by being more sensible and more intelligent in the engineering and be more efficient in the planning and making sure that we're not wasting any space.

It has the same performance values as it had previously. The retail space is more intimate. There are smaller-scale modules. You can pass through it in a number of ways. There's room in this new retail design for different types of facilities including smaller restaurants and shops. You'll also notice that we've cut away at the pier edges, especially on the southern edge, which is the side

facing the sun, where much of the leisure activity will occur. We've provided more water available to the public as they move along the shore.

You'll notice that there have been some refinements to size and heights of things. We've certainly reduced the gross square footage of the venue by about 33,000 square feet. We've increased the amount of open space rather considerably. We've added about an acre of open space.

There's a figure that's not on this list, which is, in addition, we've added about one acre of more vegetated or planted space, so there's more pervious ground cover than there was in previous iterations. Overall, there's about two acres of pervious planted landscape on the site now. About 60 percent of the area of the pier is dedicated to open space. That's up from about 53 percent. We have about seven acres of open space on this site. That's roughly the equivalent of about three union squares of neurologically intact space spread across on the two pier sites itself. We've removed about 15,000 square feet of pier, and in version 2.0 we actually had removed none. There's more water exposed to the sky in this new iteration. We still have a deep water berth. There's still access along all the perimeter areas. We've also created lower platforms that rise up towards the entry, so it's more accessible in general.

The first thing we'd like to point out is that we have improved pedestrian and cyclist safety around the site. The previous scheme had a support vehicular entry at the northwest corner, which is signified by the blue arrow that you see there at the northwest corner, right adjacent to Bryant Street. Originally we felt that this would be the only possible placement for a support vehicular entrance.

It has turned out to be somewhat problematic in terms of interactions with the pedestrian flow along this site. In the newest iteration, we're looking at moving the support vehicular entrance towards the center of the site so that it's more in keeping with traditional pier buildings along the shoreline of the Embarcadero, where you have a building with a central vehicular entrance and wings on either side.

This allows people to move freely around that northwest corner, which, as you may recall, we've always been pointing out, for the large number of people will come from the northwest towards this location of the Embarcadero moving towards the south towards AT&T Park, as well as towards this venue. The northwest corner has a lot of need for public and pedestrian safety. That's been an important feature for us. We've provided bicycle parking in various locations including valet bicycle parking, which are in the little red circles and the little red rectangle in the middle there that is available to the public.

The other thing that we've done is made sure that the cycle traffic that runs along the Embarcadero has adequate space to move freely and not find itself in intersections where both cars and people are having to interact in a severe way. This has been a part of our thinking.

The second point we would like to make is that the northwest corner not only is improved in terms of safety, but we hope to show you a more graceful design. Because we've moved this support vehicular entrance towards the center, you can see that the previous design which suffered from the challenge of this vehicular conflict made it so that the only stair available to move to the viewing and event terraces above was only about 10 feet wide, which is pretty constrained. We all recognize that as an issue.

In the new design, since there is no vehicular conflict, we were able to get about 170 feet of space around which you can access the core of the site without having to interfere with traffic flow of any kind. This piazza is surrounded by retail space that has outdoor terraces for outdoor seating, so it can be seen as restaurant or food activity, facing towards the financial district and the city to the north.

This is a view from the north looking towards the south, and we have provided a new passage which leads through the retail spaces. As opposed to just one large stair, we have a ramp that leads one through these smaller retail modules, these restaurants and coffee shops, etc. along the way. They point you directly to the south with views over the Bay as you move through these passages up towards the event center and viewing terraces above.

The fire station remains in the similar location that it has been previously. The San Francisco Fire Department is located adjacent to the northwest corner. We'd like to point out that we have reduced significant amounts of height in some of the terraces that lead to the entrance of the venue itself. This is the new design. We've created a plaza area with retail on several sides that can be used as a civic space during times when the event center is not in use.

Here is of an indication of how much we have removed. The previous design, had about a 37-foot height event center plaza, and we've dropped it down to about 28 feet, nearly 10 foot of drop to the middle portion of the public areas at the core of the site. Here's the previous design on the left. That's the area that was at 37 feet prior to this revision. That's the area of 37 feet now.

You still have to rise up to get into the entry of the venue but for the most part, the public areas are slightly lower. One of the important issues is that this plaza be accessible by all types of people, those that are in wheeled movement as well as others.

We've made a series of simple sloping surfaces that take you to this point. Here's a view of that event center plaza plus 28 feet over the pier level. You've risen up to a point where you can see out over to the bridge trassay itself. There's possibility for the restaurants and shops to feed out onto the plaza on both sides, so you feel you're surrounded by activity, which is very important, even when the venue is not in use during the day or at different times of the evening.

The other thing that has been very important to many people is that the northeast corner where the practice courts are situated, has been too high to many and felt that it was an impediment to appreciating the waterfront. Through some fairly intensive work with engineers and the design team working together, we've managed to lower the height of the practice courts from 55 feet to 37 feet, which is a pretty substantial difference.

There you see the difference in height between the new design and the old. This allows for people to still get up high enough to have views of Treasure Island and the waterfront in the distance in the East Bay, and so on. Also, by the way, back to the financial district, but also low enough that it doesn't feel overwhelming as you walk along the pier edge itself. Altogether, if you take both the reduction of the event center plaza, which came down about nine feet, and this from 55 to 37, we've removed about 1.3 million cubic feet of mass from the design. That's a huge number. It's a little hard to describe but, it's essentially about one full floor of the Ferry Building that we're in now. That's the equivalent amount of mass that has been removed from the project during this recent iteration. This should be seen as, we hope, a positive movement in terms of creating more efficient and accessible design, with having less impact on the surroundings.

We have also created a more accommodating park and plaza spaces and made the southern portions of the stairs leading up to the event center plaza more accommodating. This is version 2.0 on the left. As I mentioned, those stairs were rising up to about 37, 38 feet in the previous design, and now they're only going up to a little less than 28 feet or so. So there's a lot less rise.

That meant that we can have very efficient and enjoyable sloping, ramping system that doesn't require rails. It's not really a ramp; it's a sloping surface that you see on the right that brings people with wheeled access to this new plaza level. It's significantly more vegetation in this rising grand lawn scheme. There are different terraces and plateaus. All of these face south.

You can imagine that it should be a bit like Dolores Park in the sense that all of these surfaces are getting more daylight sun hours because they are slightly sloping towards the sun. Some of these green areas also come down to the water's edge so that you're able, similar to Brannan Street Wharf, stand on the edge of the pier itself and feel surrounded by vegetation as you experience the shoreline of the San Francisco Bay. Red's Java remains in its locations that we've described previously toward the southwest corner of this site.

All of this is occurring in such a way that we have been evaluating different modes of vegetation in this southerly-facing portion of the building. Some of it, as you can see, is lower vegetation. Some are grasses. Here's a little detail of that. The stair has become more organic so that you don't have a wide monumental stair there. It's flowing through the landscape. On either side of the stairs in these sloping, grass planted areas are seats where people can also relax in regular benches as well as laying out on the grass.

There's a sensibility of a broad park that leads one towards the south of the site. This is looking from a mid-level of that lawn leading down towards the south towards the adjacent pier structures and a hardscape that you can walk along the edge alongside these planted zones of the great lawn. Off to the left are some trees so there'll be some vegetation to provide shade in addition to the grasses that are being evaluated here.

At the southeast corner, we've also shaved away some of the pier edge itself. As I mentioned earlier, in total we removed about 15,000 square feet of pier itself to expose those areas of water and bay to the sky. In these areas we're planting grasses that are somewhat familiar along the northern California and of the Bay area, so that you can enjoy this view of the surrounding bay edges and of Treasure Island and the Bay Bridge itself.

This is a view on that lower southeast corner as we're developing it today. A place for families who might want to experience the bay in a place that's out at the water's edge and deep into the bay itself. The retail has been designed to be more intimate, less big-block retail, as some people have called it, of the previous design.

One of the cues we took were some of the buildings that we see along the Embarcadero today, Pier 3 and Pier 5, which are narrow and slightly tall in their geometry. They have ways in which you can pass through them in the middle and on the edges and around the sides. We're looking at the same scale and geometry for the new retail, and a similar size of shops that can inhabit these spaces. You'll see there's a sort of V shape that cuts through the retail. That's a ramping passage.

There are no steps there. You move very gently up to various terraces that take you up to the event plaza itself. Along the way on both sides of your walk are smaller shops and restaurants leading you up to the venue. You can also cut across it in different ways. These are the flat areas that you can access. Some of them are little terraces that overlook the south. Some overlook the north. Some are the more formal spaces like the event center plaza adjacent to the venue. A couple of terraces that are even higher up still. That one there is on top of one of the restaurants on the upper level, so you can actually go over the top of that and get a pretty commanding view of your surroundings. This is the view looking from the north to the south with the various steps of retail. Some of these, you'll see, they move gradually up from Embarcadero level up to the event plaza itself.

A great deal of emphasis has been placed on creating a space along the south edge that is vital and lively at all times of the day, even when there are no events in the facility. If you look carefully here, you'll see there's a "Box Office" in the glass there, there's a theater entrance out by the Embarcadero, so that when there's not a game, there's likely to be cultural activities inside the building of various sizes, and you'll be able to access that directly from the Embarcadero level itself.

You'll find across from Red's, which is on the right here, a plaza, which is fairly substantial in width and provides views out to the Bay as you enter the edges of the pier in the future. This is up at the top again at the event plaza level, looking off to the Bay Bridge to the south. It's important that we ensure that sight lines are protected to the Bay Area and to the South Bay.

First of all, we'd like to point out to you the previous design; this is version 2.0. If you look very closely, the little red dot at the high line on the north of the page is where many people would first see this design as they approach from the city, and they were looking straight into a retail and vehicular access point. In the current scheme, that little red dot you see it doesn't change by the high dive. It stays in the same place.

Now you're provided a view straight along this passage, which gives you a view right out to the South Bay directly from the northwest access point for the pier. As you're going up the retail, you do a kind of hairpin turn and turn back to the north then you're given a view of the Bay Bridge once again. There's a very wide variety of views as you move through the retail, and that's important to us. This is looking from Brannan Street Wharf towards the southern edge of the site.

As you move along the Embarcadero, there's a lot of interest in what the impact of the mass of the facility will be on those people that are moving along the Embarcadero's edge. This is a section through the site. If you look at the Warriors Arena Pavilion, you'll see that the height hasn't actually changed -- it's 125 feet but the edges of the building have been dropped down to 110 feet.

The parapet line, or the line in which most people perceive the height of the building, has dropped about 15 feet. That, in conjunction with the roughly 50-foot height of the retail -- some of the retail along the edge of the Embarcadero, makes the building in effect almost invisible as you move along the edge of the street. It's not invisible, but the scale of the retail helps manage the impact of a facility of this magnitude.

For example, if you compare that to the AT&T Park, you see that red line. The start of it doesn't move. This is standing on the Embarcadero looking toward the east. This is standing on the Embarcadero looking toward the south. At this point, it's not called the Embarcadero, but it's the trassay that people move along the shoreline with. You can see that in the scheme that we're working with, it's the retail that provides direct understanding of the site.

You see over it to the sky, whereas at AT&T Park we see a much more significant edge of the architecture itself to the street edge. We think this is also an important aspect of the design we'd like to show you. Finally, in terms of sight lines, there's a lot of beauty out in the South Bay. The South Bay is pretty wide. It's wider than any other portion of the San Francisco Bay. There's this wondrously generous horizontal feel.

We've created that entrance plaza to the south such that the space between Reds and the theater entry is wide enough that you get a straight view out to the southeast and Southeast Bay. In fact, it's possible if you look in one direction, you can see Mount Diablo and further down, Mission Peak and Mount Hamilton. You can see a little bit of Mount Hamilton in the distance.

You're standing on the grand lawn, but as you stand lower, you have the same impact of having a view of the other edges of the Bay itself. We respect many people's fear that these will be lost in the future, and we've done as much as we possibly can to ensure these are well provided in the design. Inside the arena, there remains a window out to the Bay Bridge Pier itself, so you're able to have this wonderful setting of the Bay while you're in the venue and enjoying an event.

At the top of this, you'll see a square box just above the scoreboard there. That's where the ramp on the outside of the building terminates. There's a long pedestrian viewing ramp that still exists in the design that's open, so that you can get to the top at plus 88 feet over the pier level and view the harbor from a very high vantage point. If you turn around, you can look back into the arena. There's an immediate access to the public, both to the inside and outside public. That's very important.

We've improved the path of travel around the facility. We can see movements of pedestrians and vehicular movements. This is pedestrian flow. You'll see how many different types of ways there are to move around the site compared to previous iterations. In addition, there are a number of locations where there are lifts for those who don't want to take ramps or stairs to wherever they might want to go.

There are also places where there are just direct stair connections. So these yellow lines represent places where you can take quick shortcuts, so you don't have to walk all the way through the retail if you don't find that interesting on your normal day. This has been a really great slide because it shows how porous the site is. Imagine that all of these lines are at different levels. Some are at pier level. Some are a little higher at plus 16. Some are at 28. Some are 33. Some are at 88.

You have a huge range of perspectives that is currently not available in this part of the waterfront unless you're inside, say AT&T and you're sitting in the bleachers up above, but not available to open access as we're creating here. The last point we'd like to make is the notion of increasing the amount of open space and reducing fill. There has been some notice in the media that we're dumping concrete into the water, etc. This is exactly the opposite of what we're doing. In fact, we're removing concrete from the site and we're rehabilitating the existing structure. There will be no dumping of concrete into the Port. In fact, there's tremendous amount -- and I do say this with all sincerity -- a tremendous amount of energy being placed into the design to ensure that it's a sustainable and well considered construction event that will occur to stabilize this pier itself.



You can see that we've gone up from about 53 percent of open space in the previous iteration to 60 percent.

As I mentioned earlier, a large amount of pervious vegetation has been planted here, about two acres on this site. We also have created much of the open space at pier level between zero and 10 feet above the Embarcadero line. Most of that zone between zero and 10 is subtle changes to the landscape, not big jumps in balconies and things like that, so again, trying to make this as accessible as possible.

We're also removing, as mentioned earlier, about 15,000 square feet of pier space. A small amount of pier space is being added at the northwest corner, which allows people to move freely towards the high dive and create less congestion for people moving along the Embarcadero by foot alongside the bicycles. I believe, is coming to the end.

As a recap, we're improving the overall pedestrian movement and safety of the site, increasing the total open space by about 40,000 square feet, increasing open space at pier level by around 27,000 square feet. We've decreased the arena program by about five percent. I want to point that out as being made by efficiency and planning. We've decreased the event plaza height by 24 percent and the practice court height by 33 percent, removing about 1.3 million cubic feet of mass in the building. We generated about 14,500 net square feet of pier removal.

We've increased the green areas by about an acre. All of these things we see as valuable assets to the community and to those that live in San Francisco and will visit this space. Ultimately we feel that there is a great measure by everyone to respect the community's needs, and we do take very seriously the challenges that people place on us. We hope that people will see that this effort has been in some ways responsible by the comments we've received.

Janet Clyde - This is really interesting. I was once a member of the Small Business Commission here in San Francisco. I am a small business owner in North Beach, the Vesuvio Café. We entertain business people, visitors from around the world 365 days a year, and I'm here to speak on behalf of Warriors on the Waterfront. I am very interested in this project. I'm interested in the economic development of the site. I am interested in the economic development benefits to the city that would result. I'm also interested in the recreation and open space opportunities. Whatever you can do to move this plan forward in a responsible way, I would appreciate it. As a citizen of this city for 35 years and raised my family here, I would like to see the recreation opportunities for the young people and the families that are coming after me and my family. I'd like to see them developed. I know that there's a lot of controversy about development on the waterfront, but we should be focusing right now on the benefits of this plan, on the positive elements of this plan. As a person who walks everywhere, I have to say that I'm pretty impressed with the walkability and the accessibility of the open space. I hadn't heard about this plan before i.e. the levels and how you



move around the space. I think it's very exciting as an individual. I think it would be a great benefit. Our city has an opportunity to invest in the future in such a positive way, and we should really pay attention to that. I hope you can do what you can to move the plan forward.

Bob Graham - My partner Ruth and I own a condo on Brannan Street, so we're one block away from the proposal. But we're not NIMBYs. We're actually IMBYPs. That means, "In my backyard please." We are 100 percent for this. I've attended a number of these meetings, and responsiveness of the Warriors and their planning team to what has been raised is really commendable. This keeps getting more exciting all the time. I see this as a landmark. It's going to be a world-famous landmark. The aesthetics are stunning, and I predict that when this is built, that this will be one of the ten most photographed places in the United States. The economics are powerful. The tourist money that's going to come is fantastic. The revenues that are currently going down into the South Bay for entertainment sites are going to be here. Small business, as the preceding speaker talked about, will be definitely beneficiaries. Public transportation is really quite excellent when you think about the trains, BART, MUNI and the busses in the East Bay Terminal; you can't put it much better. The entertainment and cultural values are going to be fantastic in terms of these concerts and so on and so forth, not to mention the fact that we get to see the Warriors. For full disclosure, I'm a season ticket holder to the Warriors and we love it. The civic pride that's going to be generated, the wow factor is just fantastic. I'll second the previous speaker. Anything you can do to push this along would be fantastic. Go for it. Go Warriors!

Ernestine Weiss - I've been active on the waterfront for years and years, as you know, through many Commissions, the Giants, the Exploratorium, Pier 1½, 3, and 5. And I could go on and on. Every time I said something affirmative, it won. Every time I said something negative about a development, it lost. I've had a pretty good record of accuracy. As far as this development is concerned, I'm located at the Golden Gateway, which is a four-tower center. A lot of the people there object to this because they are worried about the noise that the events will bring, the crowds being unruly. By the way, nobody mentions anything about a 500-car garage. I fought a garage under my park years ago and defeated it because it wasn't feasible on Drumm Street, went back up to South Market, on the Embarcadero to the Bay Bridge. As you know, it's already congested. If you read the papers recently, it said, "San Francisco is the third worst congested city in the United States as far as traffic is concerned." You've got to take all these things into consideration. Sure, it looks good on paper but the reality is it is very big. It's not the right place for it. The whole venue which is not being discussed today is the hotel towers and the condo on the other side, 175 feet, which is worse than 8 Washington. 105 feet for the hotel, which is unbelievably unfavorable. Just as we predicted, we said if you open up 8 Washington, others will follow. We were right. Same thing as far as my park. "Oh, we'll put a bocce ball court on the southern end of Justin Herman Plaza. Don't worry. Nobody else will come after that." Guess what? We have a children's playground, which didn't belong there because we have six parks in the neighborhood that have

playgrounds. It's not NIMBYism -- it's smart development. I'm in real estate all my life. That's how I saw the open space opportunity here for my ferry park. Please listen. This is not the best use of land on the Embarcadero. Furthermore, the biggest point I have to make is, why are you in competition directly with the Giants, who are going to have an event venue, retail, etc. You're pitting one development against the other on the Port. For what reason, I do not know. It's insanity. You don't do that. If you're going to have the Giants build a venue on the parking lot there, let them thrive. This way, you're going to knock everything out of the ballpark, so to speak, and create a lot of havoc, because you're not planning it properly. Please think about it. This whole thing needs to be rethought and given proper consideration. You don't talk about what parking is under the condo. How many cars will go under that? How many cars will go under the hotel? We can't absorb it. The city is only seven miles small. Please, use some reasoning and do the right thing.

Reuben Hechanova, Warriors on the Waterfront, I've been a resident of San Francisco for some 35 years, and I'm also a practicing architect. I've also served on the Building Commission for four years. I'm in support of the arena from the standpoint of the vital economic, social, and cultural opportunities that this arena will present. The economics would revitalize an aging waterfront. There will be social gatherings by which both open space and inside of the buildings will be iconic in its landmark status that will be a gathering place for many and those that will be flocking to the waterfront. As a cultural landmark, the building itself will stand by the category by which would receive the strong support, not only of along the waterfront, but also in a regional basis by which it is well served by transportation in many, many categories. On the environmental side, it will help to mitigate an aging waterfront, the piers that are basically continuing to not only pollute, but also the parking lots that allow for untreated surface storm water to drain into the Bay. There's opportunities here for growth and progress. This building will provide that economic growth, progress and growth that is so vital to the city. The waterfront needs revitalization. It's one of many jewels along the waterfront that have now been revitalizing from the Ferry Building to the new ferry terminal, to the many, many other opportunities south of Market and along the waterfront. The economic growth is vital. The social, cultural, and economic growth are vital. This building, as an iconic landmark, will be vital to the growth of the waterfront. .

FX Crowley - It's good to see you again, Commissioners, Port staff, and especially to the broadcast employees who feed this out to the general populace of San Francisco. This city is no stranger to icons and being against those. If it weren't for people who could see ahead, we might not have the Golden Gate Bridge or the Transamerica Pyramid today as icons of this great city. So as I was lying in bed last night, I was thinking what I could say that hasn't been said already about this process. I'm here today as a native of this great city to express my support for the new multipurpose Warriors Pavilion being proposed at Piers 30-32. First of all, I love the design. It's dramatic. It's accessible. And most of all, it's incredibly useful. People will want to go to the new pavilion because of the location on the waterfront. It will become a gathering place and a

focal point for both residents and visitors to San Francisco and isn't that what we all want? Secondly, the new pavilion creates hundreds of thousands of permanent middle-class jobs. San Francisco's arts and entertainment economy is valued at around \$4 billion and is responsible for 48,000 jobs. Not all these jobs are paying living wages and benefits like health care and retirement, but jobs inside the new Warriors Pavilion will, as they do currently such as the stagehands and culinary walkers, long shore, janitors, stationary engineers, and broadcast technicians. These are just a few of the different types of employees that would serve the new pavilion. Its central location next to public transit would make it easier for workers to get to their jobs. Finally, I'm going to speak as a former Port Commissioner. The new pavilion will resurrect Piers 30-32. If we lose this opportunity to build the new pavilion, the city will have to spend approximately \$50 million to remove these piers. As a taxpayer, that's not what I want. I want the new Warriors Pavilion at Piers 30-32. Thank you for your time and hope to go forward with this.

Jim Salinas, Sr. - I'm a native San Franciscan born and raised in the Mission district. I've lived in San Francisco my entire life. I now have passed the half-century mark. I raised my children here and own a home here. I'm here to encourage you to move this wonderful resource together forward. I look at it as a resource because we do not now have the ability to improve or renovate these piers. They're dilapidated; they're not in the best conditions. It's certainly been decades since they were built and have been maintained. We have an opportunity to move this wonderful resource forward. San Francisco does not now have the means by which to do that, and this provides us with the means to do that. We also are looking at it from the standpoint that obviously it creates these wonderful jobs that we are absolutely in need of. As this arena is being built, this particular developer has agreed to support local hire at a time when we desperately need it. Even though there's a considerable amount of building going on in the city and county of San Francisco, most of it is private development, and they do not support local hiring. These folks have come out and it's one more thing that they're providing for the community. Even though I'm not a sports enthusiast, I welcome the Warriors with open arms. It's going to be a wonderful venue. You have this ability to make this great decision that will much improve the waterfront for us.

Leah Pimental, Warrior on the Waterfront - I'm a third generation from San Francisco, and I'm here to speak in support of the project. Trying to compare 8 Washington to the Warriors project is not even comparing apples and oranges. It's tigers to apples. They're completely different. The project is trying to bring the Warriors to San Francisco and keep them in the Bay area. It will bring thousands of jobs, millions of dollars to the city, fixing a dilapidated pier that's a liability to the city as well and also bringing entertainment for families and people throughout San Francisco. So, I strongly support this project.

Daniel Nicholson, IATSE Broadcast - My girlfriend and I were proud homeowners in West Oakland, and we're going to be sad to see the Warriors leave our town. But what we're very excited to see is the vision, it's a shame we

couldn't do this in Oakland in the Port. Nonetheless, we stand behind this project. We're happy to see the Warriors stay here. I'm here on behalf of over 200 men and women that are part of the broadcast that put out the images that you see when the games are on, Comcast. We also oversee all the Giants games you see for the home feeds, the away feeds. Our men and women are going to be able to keep working. We're proud to say that the Golden State Warriors have reached out to us to make sure that that relationship and that family bond continues. On behalf of a man who's from the city of Oakland, it's a sad day, but it will be a happy day to know the team is staying in the Bay area. They're committed to the jobs. On behalf of the members, the people I support that do union labor, that put together the broadcasts that you get to enjoy on TV, thank you for your time. To the architect, great presentation. That was wonderful to see, not only that people's opinions and thoughts have been heard, but to see the revisions over time. What a great process.

Patric Valentino, Warriors on Waterfront, I live a block and a half from the proposed site. I'm very much in support of the Warriors and the pavilion coming to our neighborhood. One of the things I've learned over time is there is a support base for this that is extremely large and extremely diverse. I was in the room the other day with a bunch of folks who were in favor and advocating for this project on our waterfront, and the diversity is really impressive and incredible. When we think about it, it's over seven acres of open space on the Bay. The whole purpose of how we evaluate what goes on the Bay is how we get people to engage with the Bay in a responsible manner. This is an extremely responsible manner. We will have an opportunity. While there will be certain inconveniences in my neighborhood, they are far outweighed by the ability to bring so many people to have such an experience on our Bay front that will not be had otherwise. We see that almost every single day right now with nothing going on that site except toxic waste runoff into the Bay. Also, there was a comment made about traffic congestion. It's not the Warriors' fault that people decide to drive. In fact, what we have at this site is an incredible array of transit options, probably far exceeding anything west of the Hudson, west of Manhattan. We've got BART, Transbay, MUNI, Central Subway coming online, Caltrain, and eventually high-speed rail. People can walk. There are taxi options, and bike share and bike options as well. From an environmental perspective, this is again a responsive development. I've reviewed it. I'm in real estate as well as a lawyer, and what they have to go through to do this project will help the Bay from a standpoint of versus where it is right now. There is no pouring concrete into the Bay. It's quite the opposite. The mitigation is impressive. It's an incredible public process that's taking place. I've read the legislation, AB-1273 and what this project will go through, and what we see happening here today is part of it. We have a very good public citizen in the Warriors proposing this project and investing quite a bit of resources. I'm excited about it. There's also a basketball team coming to town. Thank you very much.

Dennis MacKenzie, Round the Diamond Consulting and Education - I moved to San Francisco in 1980 to attend the California Institute of Visual Arts as a graduate school. In 1985 I transformed my thesis into a proposal dealing with

sports and education. In addition to my education reform development proposals, I also teach high school for the last 13 years in San Francisco Public High Schools. I provided everyone, the lawyers in this city with my proposal to include a high school-college career classroom inside this arena. As you continue to contemplate and assess the evolutionary process of this project, in order to cooperatively provide the highest and best use of these piers, I respectfully ask that all parties involved consider the potential positive long-term implications in order to create business and economic education and career development programs and benefits for the entire San Francisco Bay area, citizens and tourists alike. In addition to providing our San Francisco Unified School District students and teachers, schools with real-world education and clear pathway knowledge, its skills and experience, and opportunities through year-round access to this interior classroom facility. This Piers 30-32 project can also serve on numerous public and private nonprofit youth and community organizations with invaluable and innovative model programs. I trust that the comprehensive elements of my long-time sports facility classroom proposals have the capacity to enhance and expand the highest and best use of this multipurpose cultural center and arena, to contribute to the long-term health and wellbeing of our youth, citizens in all the public and private sectors of our cross-cultural and diverse San Francisco community. I trust that the inclusion of a farsighted, real-world career pathway classroom within this arena will offer San Francisco and the entire Bay area an innovative and visionary opportunity to build a model cultural center and arena worthy of national and international respect and emulation for generations to come. For the benefit of the public who have not seen my proposal, it's on my website, roundthediament.com.

Alec Bash - I serve as an interested citizen on the Northeast Waterfront Advisory Group. Anything on our precious waterfront must be an improvement over what's there in order for it to be a worthy addition. This is especially true for anything on the Bayside of the Embarcadero because views out over the water are prized by all. While 3.0 is an improvement and offers some very creative ideas, I've not seen anything that makes me believe the Warriors Arena to be truly worthy of our waterfront, something that enhances in almost everyone's eye rather than detracting from the tremendous views that are there now. I've been a basketball player and fan, often sharing the Warriors' season tickets with others, and to have the Warriors in San Francisco rather than in Oakland actually means very little. The Giants' Ballpark opened our eyes to what a major improvement of the waterfront could bring. It has incredible grandstand views out over the Bay, offering all spectators' hours of pleasure while they are there with games in addition to enjoying what's down on the playing field. They have public access above the outfield area, which offers other opportunities for everybody. While not exactly comparable, the City Opera House is an icon for the city that everyone who has ever seen it admires. The creative architects for the arena, Snohetta, have created the equally iconic Opera House also on the waterfront at the edge of also near its transit center. Think of a sculpted iceberg brought in as a playground at the edge of the city to be climbed all over and enjoyed with views over the harbor and back to the city. If the arena was something like that with a rooftop public plaza and garden, 125 feet above the



water with 360 degrees back over the Bay and back to the city with cafes above to help activate it, it might be truly worthy of our waterfront. This would be something that would truly be a site and a wonderful experience for everyone. Couple that with another idea, Berlin's rebuilt Reichstag to where one can visit the tall dome and look down through the glass upon the parliamentarians debating and legislating underneath. To look down from above upon the valley of professional basketball would be a new experience for all. So, excitement and innovation like this would be truly worthy of San Francisco and our waterfront. This would capture our imagination, make us look forward to an addition for all people and not just basketball fans.

Sue Hestor - There have been a lot of meetings of people in the neighborhood about this project. This is a neighborhood. What we didn't see a shred of today is any discussion of the other block. If there is to be any change at all, people should be told that. Secondly, because of the scale and the vastness of the presentation, I really couldn't understand what is happening along the entranceway on the Embarcadero on East. Is there only one vehicular entrance in the middle of the site so that tour buses, taxis, buses from patrons doing a block of tickets because it's an event arena as well as the Warriors? People have been really discussing how traffic circulates around this area. I couldn't understand. We never have any exhibits. We just have flash, flash, flash. Do you understand how the driveway works on the Pier's side of the Embarcadero? I don't, and I was really paying attention. If there is one driveway to get in and out and the same driveway, it's going to be a mess there. Secondly, there is a fire station there. Both the fire station and the fact that there is a MUNI light rail line brings in code requirements. There are absolutely code requirements for a fire station. There are absolutely code requirements for a light rail intersection. These are issues that people have been struggling with from the neighborhood, trying to understand how everybody is going to descend on this area and the neighborhood will survive. Right now, the people who live there don't see their survival there, because it's in gridlock already because the Bay Bridge approaches. You're ignoring the garages that the NBA says have to be provided, whether or not they're on the Pier or on the land side. If they're on the land side, they'll be surrounded by people who live there. The fact that you encourage people to make these presentations that are pop and bang, bang, bang with no handouts, no understanding except the Chronicle, they got something. How are we supposed to comment? There is enormous concern about circulation and about driveways.

Paul Eisele - Sue Hestor said what I have to say much better. I've lived in the neighborhood for 20 years. I walk the neighborhood almost every night of the week after dinner just for my own health, and I very often walk down by the bridge and below the bridge. The Embarcadero is crowded day and night, now, before we even have a terminal there, or this recreational facility. I just ask you to think very carefully about the traffic congestion and the traffic flow before you improve this facility, because right now things are very serious, and they could be much more serious later on.

Michael McKenna, IBEW Local 6 - I have to commend the Warriors for the outreach that they've done. I've participated in quite a few of the citizen advisory committee meetings. Besides the outreach to the community and to the neighborhood associations and looking at traffic and everything, they've also provided outreach to the building trades and to the local hire, like Jim Salinas said about providing good-paying jobs for San Franciscans. I started my career in construction on the waterfront working in the ship repair industry and actually started some of the first projects with the Oriental Warehouse conversion to law office and Portside Condominiums, and the Harbor Loft, and brought the residential help to bring the residential into that area that was vacated warehouses and train yards and underutilized. To see Piers 30 and 32 deteriorate over those years since I began working in that area is really sad, and to see the opportunities and the beginnings -- we missed the opportunity, the cruise ship terminal there the last time around. The pier's gone through much decay since then. This is an amazing, amazing project, much nicer than PacBel Park in views and everything else, from overlooking from King Street or whatever and looking towards the Embarcadero from the Bay Bridge, from the Embarcadero. I think they've done an outstanding job in toning this down and building open space and building areas and providing an excellent addition to what is a missing piece in that waterfront. I urge you to move this forward.

Commissioner Murphy - I had a few questions from the architect. On the first slide that you showed, maybe it is my imagination, but does the Embarcadero get narrow at that point, or is it still the same three lanes?

Craig Dykers - The answer is no. The Embarcadero is not being modified by our project. It's simply the entrance for the vehicular support accesses placed in the middle of the site.

Commissioner Murphy - I like very much what you have done with reducing the massing and dropping that part. It makes it look nicer. There was a lot of public comments on the parking. Can we talk a little bit about the parking? Is there going to be parking the stadium itself?

Craig Dykers - There's a number of vehicular support facilities on the site. There's also areas for loading and other necessary vehicles to acquire access to the site. That's actually quite considerable. In addition to this being a basketball venue, it will also be used for cultural and music and other kinds of activities related to entertainment. Those can have significant needs for access onto the site. Rather than exposing that vehicular access and vehicular activity, we've placed it under the event center plaza, the event plaza, so it's all hidden underneath there. In addition, there are support spaces, parking spaces, for the fire station, and then there are spaces dedicated to users of the arena.

Commissioner Murphy - So that will all be down in a mezzanine level?

Craig Dykers -You can't see it, because the way we've made the design is that this green lawn rises up from the south, takes you up to plus 28, and underneath all of that is where the support facilities are for vehicles. And I am sorry if I spoke too fast. There is only one way in and out of the site. We used to have it at the northwest corner. Now we've moved it to the center. It has three lanes, and those lanes can be reversed. That access point falls within the zone where the left turn lane is on the Embarcadero so that they can easily be managed during events. You can see the left turn lane on the Embarcadero there, and the access point for the cars in the middle of the pier site.

Commissioner Murphy – So when you come out, you can only go north there, right?

Craig Dykers – Yes you can only turn right. Either you'll turn right and stay on the Embarcadero, or you'll turn right and make a left on Bryant, and that would be managed traffic during certain times of the day.

Commissioner Murphy - You did a great job, and I'm thinking in creating more open space, I like that. You talked about a public viewing box up on top? How do you get to that area?

Craig Dykers – Yes, there's a ramp, an outdoor, exposed to the air ramp that clings to the side of the building. It rises up from the event plaza at plus 28, wraps around the south, it continues going up to the northeast corner or northeast edge or periphery of the arena itself. It reaches to plus 88. That's an outdoor space. From that spot you can view out. There's the navy wing view of it. You can also view into the event center, and you can view north to the northwest, to the financial district. Once you're at that location, plus 88, quite high in the air, you can either go back down the ramp, or there's an elevator system provided to the public that will take you down to the event plaza level, roughly above the practice courts. Then you can move down all the way to the pier level, also in multitudes of ways. You climb up, and then there's a lift that takes you down, and then you can just move freely on the site from there.

Commissioner Murphy - Yes, that's a brilliant idea. Is that going to be free and open to the public?

Craig Dykers – There's no charge to walk that.

Commissioner Murphy - There were concerns about -- which is not a concern of mine, but for the public -- materials dropping into the Bay, such as concrete or whatever. What are we using on the perimeter of the bowl, or are we keeping it all together during construction?

Craig Dykers – There will be certainly construction mitigation facilities onsite that will ensure that there's no pollutants or at least nothing that is going into the water as a result of the construction process that might negatively affect the

water quality. The details of that are still to be worked out but the directive is to ensure that you have a safe marine environment around the site.

Commissioner Murphy - That's all the comments I have for now. I think you've done a great job from the last rendering. It's a huge improvement.

Commissioner Kimberly Brandon - I want to thank you very much for a very thorough, very good presentation. I have a few questions, but I think I do agree with Sue Hestor in that I think we do need to be a little more transparent. We do need to have some type of handouts or something, because it's hard for me to refer to the presentation right now without being able to. If I had had it in advance, I'd be much better prepared with my questions. I'm just going off the cuff here with just a few questions but I really enjoyed the presentation. It was very thorough. It's hard for me to really understand what height is where and what's going on where but I want to thank you for meeting with the community, listening to the concerns, and changing the version to this newest version, which I think is very nice. I know that a lot of people here spoke about jobs and local hire. Can someone tell me a little bit about what the local hire support will be, and if there are any LBE goals?

Jesse Blout with the Warriors Team - About a year ago, we entered into a local hiring agreement with members of the building trades and the local hiring advocacy community led by Josh Arce and Brightline Defense, but also including a myriad of other nonprofit stakeholders. The agreement basically has us volunteering to comply with the city's local hiring ordinance and commit to 25 percent of the arena construction jobs for San Francisco residents. We're excited about that opportunity and ability to provide onramps for people in getting trained in the construction work for us and to be able to build this arena. It's quite exciting. We also separately entered into agreements with the current unions that operate over in Oracle to allow for a right of transfer for those workers currently in a work hole, and also card check neutrality for the whole arena, all the jobs. We have LBE goals as well for both the professional services phase as well as the construction phase. We're still working through the LBE outreach program and how we'll engage with that stakeholder community. We're just starting to get going on that as we speak.

Commissioner Brandon -, I definitely look forward to hearing more about it.

Jesse Blout - I look forward to telling you more.

Commissioner Brandon - I do want to say I personally would love to see the Warriors come back to San Francisco. It would be a great opportunity for us but we have to do it in a responsible, transparent way. Thank you very much for your presentation.

Commissioner Adams – First of all, I appreciate the presentation but also, I'm glad that everyone came out today because, not only you're talking to the Commissioners; you're talking to every citizen in San Francisco that's watching

this. One thing we know about San Francisco, nothing is a slam dunk in this city. This is one of the most engaging and educated group of citizens in this city that watch and monitor and believe in transparency. I know President Woo Ho will follow up on this but today, this is just an informal presentation. There's no action that's going to be taken, so I don't want anybody to think that the Commission will be taking an action. We're here to listen. I was hoping that Rick Welts was in the room, because I wanted to talk to him. I was also hoping to hear from Corinne Woods from the Citizen Advisory Committee, because Corinne, in a lot of ways for this Commission, is the conscience. She says it like it is. She's been involved in everything. I'd like to hear from Rick, because I think one of the questions that's in front of us today is, is San Francisco ready for primetime? That's a question we have to ask ourselves. Are we ready for primetime? Are we ready to roll out for primetime? Well, when this whole process started, it was moving very fast. This Commission, the Advisory Committee, the citizens asked the Warriors to slow down. They slowed down. They regroup. Eleanor Roosevelt said it best, "You got to do one thing a day that makes you scared." This probably makes a lot of people scared, when we think about this. I want to hear from Rick Welts, because Rick is the team leader of this. He's bringing the vision of the owners, and they have recreated themselves. They're trying to engage the citizens, the Advisory Committee, on how we make this work and be good corporate citizens. How do we make this work? Now, we have to ask ourselves: San Francisco has a marquee name. We have a world-class cruise terminal. How can San Francisco not have a world-class basketball but it's more than basketball. It's for the whole area. The guy here from Oakland said today that this is just not San Francisco's team. The Warriors belong to the whole region. People will be coming from everywhere to watch the Warriors. Those are some of the things that we have to talk about. I hope that Rick can come in. For myself, I like what I'm hearing. I hope that Corinne gets up and talks. Rick, I need to talk to you. You're the boss. I had to put you on front street here. It's been about six months, Rick, since I've seen you and your team here. You've regrouped. You've come back. You decided to go a different direction, a new design. Can you tell me and the rest of the Commissioners, and even the community, because everybody's watching, where you're going, what's your vision, and what you've been up to? I'd like to hear it personally.

Rick Welts - That's a big question. As it relates to the project, I'm incredibly proud. It's such an honor to be working with Craig Dykers of Snohetta. If you look at his work around the world, I look at the Museum of Modern Art every day to see what new treasure we're going to have for the city. 18 months ago, we accepted San Francisco's invitation to come back to San Francisco. It sounded great until the mayor told us the conditions. The conditions were, number one, it has to be a design worthy of a very important site in San Francisco. Number two, it has to be 100 percent privately financed, so there will be no general fund money and no new tax dollars that will be allocated to make your project happen. Number three, you have to embrace the process that is San Francisco. We went into this with the understanding that all three of those conditions had to be met. We actually expected to be back in front of you, probably maybe two months before today with this design but we took that to heart. What you saw

today, we are very proud of, because it's the result of the designers and the engineers getting together and doing really difficult things. The last time we presented this arena, it was the smallest arena in the NBA. It took an incredible amount of work and a lot of really smart people to make even that facility 5 percent smaller to react to the input we had at the Port Commission, at the CAC, at BCDC, and everyone else, because everyone fairly has an opinion in San Francisco, and we're doing our best to make a project that the city is really proud of. We laugh a little bit at our place about these stories, about, "Oh my God, the cost of doing this." "This will never happen." We're in, okay? We're in. We're prepared to do what it's going to take to rehabilitate 13 acres of piers falling into San Francisco Bay and turn it into something that becomes a place for everyone in the Bay area to enjoy. We understand the impact on the neighborhoods, but the waterfront is not only for the neighborhoods to enjoy. We have to be responsible. We are being responsible in terms of pursuing a transportation plan with the city that addresses very legitimate concerns. We are at the top of the list of those who have those concerns. We are the entity putting a billion dollars of private money into this project. It needs to work. People need to get there, and people need to enjoy the experience of getting there and everything that happens when they are there. I hope the way we are judged -- and it's up to you to judge us -- by our actions, that what we have done has been true to that process that we laid out. We've embraced that process. The results you see today from Snohetta are indicative of our approach to this to try to create something great for San Francisco in 2017 and for generations to come.

Commissioner Adams - Thank you, Rick. Appreciate it.

Commissioner Woo Ho - I do have a couple of questions, and then I would like to make some general comments. What I heard is the three lanes in and three lanes out, but they could be six lanes in and then six lanes out.

Craig Dykers - I know there's some confusion there. Three lanes only.

Commissioner Woo Ho - So there will be three lanes total. You can do it like on the bridges. They change it. At some point there'll be some study of how that works in terms of three lanes in and how that works for the number of traffic. The other question I had was in a typical stadium, I'm not, obviously, familiar with stadiums -- the current ratio of parking to a stadium is usually what? How do we view this in relative context to other stadiums?

Rick Welts - Oracle, where the Warriors currently play, is probably more typical than urban location like we're talking about here. We park up to 5,000 cars for an event at Oracle Arena, which has BART as the only public transportation option, and nobody walks to Hegenberger Road. We capture every car that attends a 20,000-person event. Remember, this facility as well is 10 percent smaller in terms of capacity than what we currently play in Oracle. That gives you an idea of the number normally associated with a facility of this size. We have asked for 500 parking spaces. We think that's absolutely critical to the project. It's elegantly designed into the architecture of the building because it will

never be seen. The point that Craig made a little bit earlier is one that gets lost in the design discussion, i.e. that this is not a single-purpose stadium like a football stadium. This is going to accommodate events of all kinds, entertainment more than sports oriented. But, when an act like Beyonce, Jay Z or the Three Tenors would come in or whoever it is, five, six, seven, semis come with them to load and unload. This design allows those things to disappear at street level. The work that gets done, called the sausage making of putting on events, never is seen. It also accommodates what we think is a minimum number of parking spaces that will make the entire facility function at its peak efficiency.

Commissioner Woo Ho –Have you studied the amount of parking that's already available and will be available in the neighborhood because obviously with 18,000 people, 500 parking spaces, even with public transit, probably is not going to support all the people who want to drive.

Rick Welts – That's true. There are 16,000 parking spaces within a 15-minute walk of the site. Part of the problem with the way those spaces are used now is they're used during the day for office traffic, and they're empty at night. So part of our challenge here, we hope, from a technology standpoint, is how we figure out a way -- and it can't be that hard with the technology that exists today -- for somebody to be able to utilize the empty parking around the site. It's within easy walking distance. Frankly, the transit availability and the public transportation is the most attractive part of this site for us. Between Caltrain, MUNI, BART, Transbay Terminal, and the ability, as thousands of Giants fans do, to walk from either their homes or their businesses to this site, which is unavailable to us now.

Commissioner Woo Ho - I want to echo what some of my fellow Commissioners mentioned, and Commissioner Adams said it very eloquently in terms of what this represents for the city, and do you want to see the Warriors come back to San Francisco. I want to say more about what this process is about and not about all other projects at this point. As he pointed out, this is a multi-phase project. As some of the members of the public have said, we're only seeing one piece today. We aren't seeing the whole project. There is other pieces in terms of the residential towers and the hotel. This Commission talks quite a bit about traffic congestion as well. It's been on our agendas. I saw Peter Albert from MTA here earlier. I'm glad to see him here today, because that will probably be one of the key issues that this Commission want to address. We don't just own the arena, we own the Embarcadero. It affects the whole area in terms of how we see and more pressure being put on it. That is not being answered today. Obviously, it's under study. It's very important for the public to know that what we saw today was an update on the design. We're not taking any action. We're here to make any comments, to hear the public make any comments. It's going to go through a full CAC Advisory Committee meeting later today. If there are any other gaps that haven't been addressed that the public feels important that the design team will take another look at but obviously they've already taken a lot in consideration. We commend them for making the many changes. Based on the way it was presented, it does indicate that the flow within the site has been

thought through very comprehensively. We need to understand the flow around the site in terms of the traffic and everything else that was not on the topic today. It is something that the Commission is interested in understanding. As many of you know, one of the things that I'm always advocating is understand how water transport is going to play into this in addition to the surface transportation, as well as the parking and all that.

It is definitely on our minds but I think it is an improved design. It's a beautiful design. We do want to see something iconic on the waterfront. It's a legacy for all of us. We want to continue to make San Francisco a world-class city known for everything that we do here in terms of the structures, the entertainment, the sports that we provide is equal to our stature. But that's not to ignore some of the considerations that we have from the neighborhoods and others. We just need to keep working step by step. This is just one more step in the process, and it isn't meant to be the answer to everything. That's the way we understand it at the Commission, and we expect and look forward to having more progress reports on all the other components as well, because this is just one component that we saw today.

Byron Rhett - I wanted to take a moment to expand on the President's mention of the Advisory Committee meeting. This is to let the Commission and the public know there will be an Advisory Committee meeting at Pier 1 this evening at 6:30. We'll be able to hear this presentation in more detail, and it will be more of an opportunity for members of the public to delve into all the issues that were raised here in greater detail. The meeting will be held in the Bayside Conference Room at Pier 1.

Commissioner Woo Ho - I also want to mention what Commissioner Brandon said that transparency is important. It might be helpful when you come back next time if we could get some advance handouts, so that we can digest it better. Those of you who are working with it every day, it's embedded in your memories but for those who are just parachuting in, it's kind of hard for us to catch up so quickly. We make that suggestion to you for next time.

9. REAL ESTATE

- A. Request approval of two leases between the Port, as landlord, and Affordable Self Storage, Inc., a California corporation, as tenant for locations within Seawall Lot 349 (Pier 70) in the southern waterfront: (i) Lease No. L-15690, for a mini-storage facility, comprising approximately 74,742 square feet of paved land (Resolution No. 13-45); and (ii) Lease No. L-15691, for vehicle parking and self-storage containers, comprising approximately 144,818 square feet of paved land, subject to approval by the Board of Supervisors. (Resolution No. 13-46)

Jerry Romani with the Port Real Estate Division - The item before you contains two new ground leases of paved vacant land with Affordable Self Storage, Inc. The two leases are located in a portion of Seawall Lot 349, which is within the Pier 70 Development Project area. Both leases require approval by the Board of

Supervisors in accordance with Charter Section 9.118 due to anticipated lease revenues in excess of \$1 million each.

Lease Number L-15690 has an initial term of 58 months with up to five 12-month options to extend the lease with the Port's sole discretion. The lease premises have an approximate area of 74,742 square feet. The commencement date is estimated to be January 1, 2014. The use will be for operation of a mini-storage facility consisting of the temporary placement of portable storage containers and administrative offices.

The base rent for year one of the initial term will be \$24,664.86 per month, or 33 cents per square foot. Rent in subsequent years will increase three percent annually. Maintenance and repairs of the premises and utilities and services provided to the premises are tenant responsibilities.

Lease Number L-15691 has a term of 31 months. The lease premises comprise approximately 144,818 square feet. The estimated commencement date is January 1, 2014. The use will be for storage of vehicles, trucks, buses, and self-storage containers.

The base rent for year one will be \$47,789.94 per month, or 33 cents per square foot. Rent will also be increased three percent annually in subsequent years. Maintenance and repair of the premises and utilities and services provided to the premises are tenant responsibilities. The Real Estate Division staff recommend approval of the proposed leases and adoption of the two proposed resolutions.

Commissioner Murphy - I have one question on this company Affordable. I take it that they are presently leasing with the Port. How long a lease do they have prior to this new lease?

Jerry Romani - Good question. It was a multiple-year lease. I don't have that in front of me.

Commissioner Murphy - Maybe it's not that important. I'm just referring to the paragraph on Reconfiguration. It sounds like it's a great negotiation tool for them, for the Port?

Jerry Romani - No. Actually this was precipitated by Forest City. With regard to this lease, initially Forest City gave us phasing projections for the entire area. Initially we were looking for a 10-year lease on this site. Then, they looked at it more closely and the said, "Five into five, now it's 58 months, and five one-year options." Due to their proposed development, they want to have the flexibility to say, "We don't need all of it. We may need a portion of it," So that we want to reduce it, have you move offsite, so that it won't impair their development, but yet still allow the Port to have a revenue stream until all of the lease area is required by Forest City.

Commissioner Murphy - I understand that Forest City are going to be ongoing there for 10 years. But the other part of that paragraph is that it's essentially saying that when they move, or have to move, they will get a space somewhere on Port property. In other words, they're guaranteed a space.

Jerry Romani - No, they're not guaranteed. It's saying we would look for available space. There's a lot of space in the backland. Whether it would be acceptable to the tenant. We don't know what Forest City's going to dictate to us as far as any reconfiguration.

Commissioner Murphy - Don't you think that this lease could be wrapped up without having this paragraph in there? They're in a lease now. Their years, in this paragraph, as a negotiating tool, to drag on at signing a lease?

Jerry Romani - No. This would continue. This is in that lease that gives them up to five 12-month options, also the extension option. Forest City would advise the Port. The Port, in turn, would then advise the tenant as to whether or not we would extend the lease.

Commissioner Murphy - Let's say, if Forest City were out of this completely, and we had a lease similar to this that Forest said he did not have anything to do with, and they were dealing directly with the Port, do you have this paragraph in the leases?

Jerry Romani - I would say this is not a general condition in a Port lease. This was put into the lease due to requests from Forest City.

Commissioner Murphy - For both of these?

Jerry Romani - Yes.

Commissioner Brandon - Can you tell me a little bit about how this lease is going to benefit the Southern Waterfront Community, benefit Beautification Fund?

Jerry Romani - I've spoken with the tenant, and I know for sure with regard to the Lease 15690, as they've done on their site at 20th and Illinois, they've put plants and greenery to try and beautify the area. I'm not sure what's going to happen. I've brought this to their attention, made them aware that this has to be addressed. I'm not sure what's going to happen with the vehicle, bus, and truck storage. Part of it is a water situation with the plantings too, but they've talked about putting some greenery out there.

Commissioner Brandon - That's it? Brad, do you want to comment?

Brad Benson - The lease revenues from this new lease would be subject to this other Waterfront Community Benefit policy that requires a deposit of seven or eight percent of lease proceeds into the Southern Waterfront Community Benefit Fund. Was that part of what you were asking?

Commissioner Brandon – Yes, but are they not doing anything else?

Brad Benson - Jerry mentioned some potential landscaping improvements that would be over and above that required deposit. Typically, it's been practice for the Port to ask for major improvements to a resold area where the tenant is getting a longer-term agreement than in this case.

Commissioner Brandon - How long is this lease?

Jerry Romani – There are two leases. The L-15690 is 58 months with up to five 12-month option extensions.

Commissioner Brandon – That's a 10-year lease.

Jerry Romani - It could be just short of 10 years. The other lease is 31 months.

Commissioner Adams - It's also approved by the Board of Supervisors, right?

Jerry Romani – Once we get approval from the Commission, we'll forward the legislation to the Board of Supervisors.

Commissioner Woo Ho - I'm aware of the answer to the question, but I want to point out for the record. Normally, we would grant an extension. We would not be pre-committing to the rent. In this case, we want to note that it's a little bit of an incentive for the lessee in terms of when they do need to move, or if they're not going to move, they know what the rate is in advance, which is not normal Port policy.

We would be usually at the end of the lease taking them up to market rate. For the record to note that extension years six through ten, we've already pre-negotiated the right, but the understanding is that if Forest City should need the space, and it is not anticipated, that they probably would be there for the full 10 years, because Forest City is probably going to move in part of that. We should know that's a little bit of a quid pro quo in terms of making sure that the tenant understands that and we understand that, because that is a little bit of a concession on our part.

Jerry Romani - Yes. I think they understand.

Commissioner Brandon - I'm trying to figure out if we know that the space is going to be used in the future. We don't know how near or how long, but within the next 10 or so years.

Jerry Romani - The one parcel for Lease 15690, according to Forest City, is the last parcel for development. The other, because of the 31-month term, is on a faster track apparently in their development.

Commissioner Brandon - When does Forest City start developing on that site?

Brad Benson - There are two parcels on the map. There's the southern parcel, which sort of borders the NRG site.

Commissioner Brandon - I'm talking about the longer-term lease.

Brad Benson - That's the longer-term lease. That's where the current containerized storage operation is moving to from that Illinois and 20th Street parcel. In the current phasing plan that Forest City has put forward, that's in the fourth phase, and it could happen 10 to 15 years down the road. However, what is happening now is that Forest City is in a process of reevaluating the phases. This program that will be analyzed under CEQA and so the phasing could change. It could change now, as a result of that analysis. It could also change because market conditions end up being much better and more sustained than they're currently conservatively estimating. All we have are their current estimates, and we will be back in front of you with the revised Forest City plan before CEQA starts to give you an update about their phasing plan and the uses in that area.

Commissioner Brandon - I'm in agreement with Commissioner Murphy in that I'm not quite sure why we are promising, if they have to be moved and we know that eventually they will have to move, another site within the Port. We don't even know if that's available.

Brad Benson - To that point, that's something that we actually asked for. We have a mechanism to relocate Port tenants under all Port interim leases. Because of the phasing uncertainty here, we wanted to have a number of different options. Affordable is occupying this 20th and Illinois Street parcel right now. That's a very important parcel in terms of trying to relocate that use so that Orton can build out the 20th Street historical building and have construction staging and eventually parking. We went to Affordable to ask them to move. They were initially, as Jerry told you, looking for a 10-year term, and we negotiated back from a 10-year term. We wanted a number of options to be able to relocate them. This is actually a Port option, should we choose it, to relocate them within the five-year term. After that, we have one-year options that are at the Port's sole election. There is no requirement to relocate after that initial five-year term. This is just if we wanted to move them even earlier.

Commissioner Brandon - Within the first five years but does the extensions apply?

Brad Benson - Within the first five years, the extensions do not apply. This was negotiating back from their request for a 10-year location, and so we appreciated their flexibility in responding to the options that we put forward. We also appreciated Forest City accepting the idea that some of these tenancies would potentially exist at the waterfront site beyond their entitlement dates. When we first negotiated DNA, there was a thought that we might deliver the whole site clean, free of tenants. We've done work with both parties to get more comfortable with longer-term interim leasing.

Commissioner Woo Ho - If the current estimate that would be in the first five years, given where Forest City is in their development, that they would not probably face that relocation issue but it could certainly be the case after five years.

Brad Benson - That's correct.

ACTION: Commissioner Brandon moved approval; Commissioner Adams seconded the motion. All of the Commissioners were in favor. Resolution Nos. 13-45 and 13-46 were adopted.

10. FINANCE AND ADMINISTRATION

- A. Request authorization to enter into a grant agreement with San Francisco Planning and Urban Research Association ("SPUR") for the "Adapting to Rising Tides: Mission Creek San Francisco, California" project. (Resolution No. 13-47)

Elaine Forbes, Deputy Director, Finance and Administration - I'm representing a larger team led by Brad Benson, Uday Prasad from Engineering, and Sarah Karlinsky from SPUR. We're ask for your authorization to enter into a grant agreement with SPUR to study the effects of sea level rise on Mission Creek. The image here is a view of Potrero Point overlooking Mission Bay circa 1860s. This chart shows sea level rise since the 1900s. The science is very clear. Sea level rise will occur over the next 50 and 100 years. A URS study found that for Port land, the sea level is expected to rise between 10 to 17 inches by 2050 and between 31 to 69 inches by 2100.

Sea level rise combined with the condition of our seawall and seismic vulnerability requires comprehensive city-wide responses carefully planned and executed. This proposed study represents a step in a larger effort to address sea level rise. While we know that sea level rise will impact Port property, far less is known about adaptation strategies.

The map here is the seawall from China Basin north. You see as part of the Embarcadero National Historic District, and seawall south of Pier 54 was constructed after the 1950s. Mission Creek provides an ideal location to study adaptation strategies because it's one of the city's lowest-lying areas and is very vulnerable to flooding from sea level rise.

Strong water runoff from Mission Bay also drains to Mission Creek, complicating future flooding events. This is an ideal place to study. This graphic shows the existing condition in green; in red, the 2050 scenario with 15 inches of sea levels rise; and in blue, the 2100 scenario with 55 inches of sea level rise.

This proposed study is the outgrowth of prior sea level rise work led by BCDC on its Adaptation, Adapting to Rising Tides Project. This project is a collaborative planning effort to help San Francisco communities adapt to sea level rise and

storm event flooding led by BCDC and NOAA. This project has engaged local, regional, state, and federal agencies and organizations as well as nonprofits and private associations.

Together, this project team and its partners are working towards the project goal of increasing the Bay Area's preparedness and resiliency to sea level rise and storm events while protecting critical ecosystems. BCDC led the ART project study in concert with Dutch Knowledge for Climate Research Program. This is the study area shown on the map here. In furtherance of this project, Delta Alliances awarded ARCADIS, a Dutch engineering firm which specializes in coastal engineering, and \$80,000 grant for our project area, Mission Creek.

This identifying a project area and looking at adaptation strategies and moving to implementation is a key recommendation from the ART study. As a condition of the grant to ARCADIS, Delta Alliance requires a city to provide matching funds equal to 100 percent of their donation, so that's an \$80,000 contribution from the city.

The City has asked SPUR to be the project manager for this work because of SPUR's recent success in managing a similar grant involving federal, state, and local partners to examine the effects of erosion and sea level rise along Ocean Beach. SPUR masterfully approached the Ocean Beach master planning process and coordinated local, state, and federal participation very skillfully. Our Mission Creek study also has a very tight schedule and requires careful coordination. Also, we're interested in building upon this proposed partnership as we develop and implement a citywide response to sea level rise.

These are several elements we will need: multiple city agency support, nonprofit partnership, building upon prior work of, in this case, BCDC, and excellent science. To facilitate development of the grant funds, the city, through the Port, will enter into a grant agreement with SPUR and will compensate SPUR for \$30,000 for its project management services.

This chart shows the city's contributions, and you can see the Port of San Francisco proposing to contribute \$25,000. We're also partnering with the Public Utilities Commission, \$25,000; the Planning Department, \$20,000; the Department of Public Works, \$20,000; and the City's Administrator's Office, \$20,000. This combined with the grant awarded, \$80,000, has a total project budget of \$190,000. \$160,000 will be for the engineering and evaluation study, and \$30,000 will be for SPUR for the project management fee.

It's a really nice showing that all city departments have confirmed their contribution and are contributing to this effort. The scope of the project is listed here and summarized in the staff report: To develop sea level rise and storm water adaptation alternatives for Mission Creek based on the findings of a high-level vulnerability assessment; to apply the lessons learned from the ART study project, the BCDC's adapting to rising tides; to further develop and refine methods of developing sea level rise strategies to incorporate considerations

including social equity, finance, and governance; and to exchange knowledge and best practices on climate adaptation between the meadowlands and California. With your approval today, we expect to execute the grant and have the study completed by mid-2014.

We're asking for your approval to enter into a grant with SPUR, and we believe this is an excellent effort that will help us move along in what is a very big project that we will all be engaging in for many years to come.

Corrine Woods - I'm really excited about this study. Wearing two hats, I live on Mission Creek, so sea level rise is of immediate concern. I also chair the Mission Bay Citizens Advisory Committee. We've spent many years working on developing the Mission Bay Project, the Port-owned parks all around the shoreline. Knowing how we can adapt to rising tides is a critically important piece. We've also spent many years dealing with the Utilities Commission on a sewer outfall, and we now have new storm water outfalls in the creek. Sewage doesn't get treated well with saltwater. It doesn't work. Adapting the whole sewer system to rising tides is a critically important piece. I'm truly excited about this. I'm really, really grateful that the Port is contributing to this and looking forward to being part of it. Commissioner Adams, I couldn't talk about the arena earlier because we don't know anything yet. Come to our CAC meeting. We're going to learn more.

Sue Hestor – I'm really glad you're tackling and not going to become Republican naysayers, which we have too many of in this country. I want to point out that you have jurisdiction above a fill line along the shore. That is your jurisdiction of soft fill. I want to remind you what you did a couple of minutes ago, that pier and that seawall is all in the flood zone. Seawall Lot 330 and the other seawall lots are all susceptible to flooding. Sooner or later, the Port has to deal with lands that they own on the other side of the Embarcadero as well as the piers. I'm not sure that you should be blithely saying, "Oh, add a couple more feet of pier level," because you also own the other side of the Embarcadero. The Embarcadero is in the flood zone. I'm going to really pay attention to these studies and you should as well. I just would point out your schedule for awarding the Warriors is they have in a lease that will end in 2080. You look at this and it's between 10 to 17 inches in 2050, and 31 to 69 by 2100. So split the difference. We have a big problem. The Port has to be part of the solution. You should be driving it with the city itself. I want to lastly say that at some point, people have to consider whether the Burton Act Grant, which was based before people were aware of sea level rise, is the appropriate framework for the Port to be using in 2014. There's a lot of water under the bridge, and when I was the consultant on the Warriors stadium, we were talking about sewage and water flow and parking. That was all. It was an opposition project. At AT&T Park, we didn't even know at that time we were dealing with sea level rise. In our analysis over the EIR, we were. It was back in 1990s. We have to pay attention as a city and as a Commission too.

Commissioner Brandon - This is a very exciting project and I'm glad that the city departments have come together to work with SPUR to do this, so thank you very much.

Commissioner Woo Ho - We consciously put this on the Commission agenda for discussion and for public comment, because it is a very important strategic challenge. It's the start of a process, and for those of you who have been following us, we did have a general presentation, a few Commission meetings to talk about the overall framework in terms of what's going to happen in the future. We don't have all the strategies or plans, but this is a piece of it in terms of going forward. We want to affirm, as a Commission, that we are fully aware of the issues and the solutions, and it isn't going to be just one answer. It has to be as we undertake individual components and projects across the waterfront that we have to keep this in mind, and appreciate the public comment that, yes, the arena and everything else across the road has to take that into consideration.

We want to keep this in the forefront, and we, as a Commission, have asked the staff to keep us updated periodically, not only with this study but with anything else that we can. I also want to point out not just with SPUR but we are also working with BCDC. I recently had the opportunity to talk with the chairman of BCDC. This is, as you know, one of their number one priorities.

Unlike others, the conversations we had with BCDC, we are in very much in agreement with them. We need to work together on this issue, obviously for the Port, for the city, and across the entire Bay, because even if we do our seven and a half miles and nobody else does the other pieces around the Bay, that isn't going to help. We need to recognize that this is extremely important and critical to the future and safety of the city of San Francisco and our citizens and for the Port.

Commissioner Murphy - I'm delighted that all of these different agencies and partners are chipping in to help out with this study. It's very, very important. The more knowledge we can get from this, we can sometime in the future form a plan on what we're going to do about it. I've seen something in there about a Dutch company. They're experts in that field. For any of you who have been to Amsterdam, they've done a great job in keeping the water out of Amsterdam for many, many years. We need all the experts, and how are we going to get them? We've got to fund them. Here we have it. We're moving forward. I'm delighted.

ACTION: Commissioner Brandon moved approval; Commissioner Murphy seconded the motion. All of the Commissioners were in favor. Resolution No. 13-47 was adopted.

11. NEW BUSINESS

Commissioner Woo Ho - I want to raise one topic of new business in response to a comment that was made earlier. I'm not going to read the statement, but for public record to be noted that the Port did issue a public statement about 8 Washington.

Renee Martin did put out a statement in terms of the Port's position. We should refer to that statement and I would ask Amy to put that in the record in terms of what our response. It isn't that we didn't respond. We did make a comment on 8 Washington in the ballot initiative, and that should be for the record as well.

For the record, on November 8, 2013, the Port of San Francisco released the following statement regarding the 8 Washington Project.

"The Port of San Francisco respects the voters' recent decision on Propositions B and C about height limits with regard to the 8 Washington Project. Simon Snellgrove and San Francisco Waterfront Partners has been an excellent partner who has built award winning projects on San Francisco's waterfront.

The Port embarks on its development projects to improve the waterfront and increase revenues to help pay for capital improvements to our aging piers and facilities. We are still of the belief that parks, recreation, restaurants and retail space is a better use than the current surface parking lot. These uses would better connect people to the waterfront and assist the Port with our significant capital improvement needs."

Commissioner Adams - I would like next month, if we could get an update on where they're at with the negotiations between Metro and the Port and the ILWU. Can we get an update on where they're going before it comes to the full Port Commission? Have they sat down with the Port? I would like to hear a status report on this item.

12. ADJOURNMENT

ACTION: Commissioner Brandon moved approval to adjourn the meeting. Commissioner Murphy seconded the motion. All of the Commissioners were in favor.

Commission President Doreen Woo Ho adjourned the meeting at 5:35 p.m.

